HONGKONG WEEKLY

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FOR 1909.

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HONGKONG, TUESDAY, AUGUST 24th, 1909.

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[a977 Harbin, 23rd June, 1909.

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Hongkong, 21st July, 1909.

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NURTH-BOUND.

Thursday ,

Arrive—Dairen	( ,, )	• • • •	Saturday		r Tuesday
Ly			s.m. Sunday	Tuesday	Friday
Ar. — Mukden Lv. —	MANY CONTRACTOR OF THE PARTY OF	8.50			21
Ar. —Changehu	###	9.15	<b>-</b>	Wednesday	Saturday
Lv. —	(Russian Tr	ain)* 6.55	a.m. Monday	уу ен певову	Duranay
Ar. —Harbin	( ,,		p.m.		
			(   State	Wagon-Lits	State
	Connecting	at Harbin w	ith Expressfor	L	Express for
			Moscow.	Moscow.	St. Pet'g.
		SOUTH-E	OUND.		
	<u>an an an an Anna Anna an an an an</u> Banan an	Charles and the control of the contr	( State Ex.	State	Wagon-Lits

					4			
			Солз	ecting at Ha	irbin with	State Ex- press from St. Pet'g.	State Express from Moscow.	Wagon-Lits from Moscow
	Arrive	-Harbin -Change		an Train)*	9 s.m. 6 p.m.	Tuesday	Thursday	Saturday.
	Ar Lv.	—Mukder			2.10 a.m. 2.30 a.m.	Wednesday	Friday	Sunday
	Ar. Lv. Ar.	—Dairen — —Shangb	(Steamer Bi ( ",	} }	12.30 p.m. afternoon.	Friday	Sun Tres	
)		The first the se	1.	A CONTRACTOR OF THE SECOND			- 100	

Russian Train time is 23 minutes earlier than S. M. R. time.

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Residents. Electric Lifts to each Blant Electric Lighting and Fans. Telephones on every Floor. Every Comfort. Ladies' Afternoon Tea Rooms. Ladies' Cloak Rooms.

Matron in attendance. CHARGES MODERATE, AND NO EXTRAS. A. F. DAVIES, Manager.

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> M. USCHMANN, Proprietress.

Hongkong, 5th October, 1908. VICTORIA HOTEL

#### SHAMEEN-CANTON. MANAGER-MR. H. HAVNES.

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TITHE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place.
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A most pleasant retreat for those desirous for a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (s.s. Sui An and Sui Tai) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

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HIGHLY RECOMMENDED BY THE MEDICAL PROFESSION

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Containing: ARNICA, CAMPHOR,

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THE HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news column should be addressed to THE EDITOR. addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that

inserted. Orders for extra copies of DAILY PRESS publication. After that hour the supply is a limited. Only supply for Cash. Telegraphic Address: PRESS.

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HONGKONG, AUGUST 24TH 1909.

Two letters appeared in the Daily Press last week concerning the lack of educational facilities at the Peak, and surprise has been expressed to us that there have not been a dozen or a score of letters endorsing the suggestion that the Government should establish at the Peak a Kindergarten School. An elementary school of some kind has long been needed at the Peak, and a school on the Kindergarten system seems well calculated to meet the special need of the district. We do not know what the but we are probably not for wrong in Department at the foot of Pottinger Street. estimating that a Kindergarten school could count upon an attendance of at least forty certainly is not creditable to the Government of the Colony. Perhaps it is true, as one of our correspondents suggested, that the responsible authorities have hitherto that "all Peak residents are wealthy taipans and can afford to provide private tuition for their children," but we hardly believe that the Governactually need the assurance that such is not the case. That the authorities recognise to some extent that there is a juvenile nopulation at the Peak which ought to be at school was evidenced by the fact that only last year the Inspector of Schools publicly appealed to parents on the Peak to send their children to the British School at Kowloon! We cannot suppose that Mr. Wolfe, who was then filling that

position, had given a moment's previous consideration to the suggestion. Parents at the Peak can hardly be seriously expected to send their young spring an hour's journey to a school. Apart from considerations of cost in tram and ferry fares and for tickshap or chairs, the suggestion that young children should effect. be required to make such a journey is too unreasonable to appeal to any parent. school is needed on the Peak, and it certainly would not severely tax the resources of the Government to provide it. No costly school building is necessary; the accommodation required could be provided at very small expenditure, and it is believed that the running expenses of the school would be met very largely, if not entirely, out of the school fees. In a changing community like ours the provision of educational facilities essentially a matter for the Government and not for private enterprise. Under Government control the continuity of the school would be assured, and it is desirable in other respects that it should be under the

aegis of the Director of Education.

Our correspondent "Children's Friend

emphasised in his letter the fact that to teach the Kindergarten system properly it is essential that a certificated mistress be employed, and anyone who knows how widely the method of teaching in Kindergarten schools differs from the methods which obtain in the ordinary elementery schools will at once recognise the value of that suggestion. For the information of those whose ideas of the system may be vague, we may explain that the Kindergarten School carries out Locke's idea that "all the plays and diversions of children should be directed towards good and useful habits, or else they will introduce evil ones. It is frequently spoken of us the FROEBEL system, for it was FROEBEL who reduced these ideas to a system. Our correspondent spoke of the system as one for developing the faculties through play. It is nowadays admitted to be the most attractive and philosophical form of infant development the world bas ever seen. Children are taught not what to think, but how to think Much care is given to the training of the censes, especially those of sight, sound and touch. Intuition is recognised as the true basis of knowledge, and those who have seen the system properly taught will endorse FEOEBEL's dictum that something is done for children which even the ideal mother in the ideal family could not do. Play, the child's chief Correspondents must forward their names and employment, is so organised for them as to draw out their capacities of feeling and thinking and even of inventing and creating, and it is all done in such a way that young children from the age of three upwards have already appeared in other papers will be enter into these playful occupations with the keenest delight, and obviously to should be sent before 11 a.m. on day of their lasting benefit. The suggestion that school of this character should be established at the Peak is, we know, generally endorsed by parents living in that district, and we trust the suggestion which has been put forward will receive the prompt and favourable consideration of the Government.

> Only one case of plague was reported in the Colony last week.

At the Magistracy yesterday four Chinese were fined \$100 each for making fast their sampans to the s.s. Ithaka while she was under weigh in the harbour.

A passenger on the steamer Hoi Tung while asleep in a cabin on the way down from Canton had his basket containing a quantity of clothing, valued at \$30, stolen from his side.

A Chinese who failed to stop when hailed by the water police and who threw coal overboard from his sampan in order to avoid arrest was at the Magistracy on Monday fined \$50.

Sanitary Inspector Readie reports to the police that the brass fittings have been stolen cup. juvenile population of the Peak actually is, from a water cart belonging to the Sanitary

The Directors of the Whangpoo Conservancy Board have decided to recommend to the Viceroy children under the age of nine. The lack of the Liangkiang Provinces that the agreeof educational facilities in the district ment of Mr. de Rijke, the engineer-in-chief of the Board since its establishment three years ago, be renewed for another year.

> The Full Court yesterday reversed the decision given by the Chief Justice in December last in the action brought by Messrs S. J. David and Company against their Compradore for the recovery of \$648,816, damages due under agreement. The decision of the Full Court was in favour of the firm, with costs in the Court below and on the appeal.

Hankow is developing a business in frozen pigs, and Tientsin a business in frozen cattle. Large purchases of cattle are being made in the Chili and adjoining provinces. They are shipped from Tientsin to Chinwangtae, where they are killed, their carcases frozen and then shipped under contract to Vladivostock. This new business, it is said, premises to grow into one of very large proportions.

The English Mall of the 24th July was TELEGRAMS. delivered in London on the 21st inst.

H. B. M.'s Consul at Batavia has informed the Government by telegram that quarantine against Hongkong in Notherlands India has been removed. We have also received an intimation from Mr. de Reus, the Consul-General for the Netherlands at Hongkong, to the same

A Grand International Race Meeting will take place at Vladivostok, under the anspices of the Primosky Race Club, on September 5, 8, 12, 15, 18 and 29, when some 180 specially imported horses will compete, including eighty-seven Japanese imported and country-bred racehorses There will be eight flat races and one trotting race each day. During the Race Meeting all foreign hotels in Vladivostok will make a 25 per cent. reduction on the usual tariff rates.

All those who had anything to do with the building, fitting or launching of the large motor boat Tien Ma will be pleased to learn that she has more than fulfilled expectations on the run from Wuchow to Nanning. On the trial trip of the vessel in the harbour it was mentioned that this run would be accomplished in seven days, but news has just been received here from Mr. Banker, the owner of the vessel, that on her maiden trip the Tien Ma completed the voyage in four days.

Reports which have reached Shanghai, says the Mercury, point to the conclusion that almost an epidemic of illness has broken out among the children holidaying at Weihaiwei. Neither the cause nor the nature of the sickness which is prevalent has transpired, but it is reported that several of the children of Shanghai residents are ill, one or two said to be dangerously so. The death of a child also announced, and generally speaking, as far as juveniles are concerned, the present season seems to be stamped with misfortune.

Cleanliness is not always next to godliness At 21, Elgin Street, where lived some of the Registrar-General's staff and several schoolboys. washing the floors was carried out the other day with the result that water passed through the it destroyed some of the grocer's stock he became very wroth, and going upstairs found one of the boys, whom he promptly laid out. The boy was sent to the hospital and on his discharge the matter came before the Magistrate yesterday, who imposed a fine of four dollars on the grocer for the assault:

It is reported in the Chinese press that Portugal has lately passed a new Extradition. Act providing that no Chinese fugitive criminal in Macao shall be extradited unless his crime is proved by eight witnesses. The Acting Viceroy of the Liang-kwang Provinces has requested the Chinese Ministers to France, Spain and Portugal to demand the repeal of this law, on the ground that having regard to the fact that Macao is so close to Heungshan and the neighbouring districts many Chinese criminals have from time to time taken refuge in Macso, and the law will constitute a menace to China's internal peace. Moreover, the law is contrary to the treaties between China and Portugal.

Dr. Martin R. Edwards, of the Harvard Medical School, has arrived in China for the purpose, it is announced, of establishing, either at Nanking or Hankow, a branch school of that institution and also a laboratory for the purposes of studying diseases peculiar to China. It is stated that the Harvard trustees have set aside a fund of half a million gold dollars for the purpose of furthering this work. Dr. Edwards will first visit Nanking where he will down. make a study of the work being done in the hospitals already established there, and from there will proceed to Kinkiang, Kuling and Hankow. He will consult with men now in medical work in China as to the best way to further the project he has in hand.

SHOOTING.

A climb to Tai Hang Rifle Range at this season of the year, with the prospect of a 'bleaching" on getting there, cannot be regarded in the light of a picnic. Nevertheless. nine members of the Volunteer Infantry Company mustered sufficient interest and energy to turn up on Saturday and Sunday to shoot for Captain Wood's Cup and for practice.

Good scores on this range are difficult at the best of times, so, with a trying glare at the targets and a tricky wind upsetting calculations, low scoring was only to be expected, particularly as most of the competitors are beginners

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99	Bac	khou	5 <del>0</del>		90
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WEATHER REPORT

On the 23rd at 11.55 a.m.—The barometer has risen moderately to slightly over Japan and the E: coast of China. Pressure is high over-the Sea of Japan, and over the N. part of the China Sea and the Pacific towards the Loochoos. It is relatively

Light monsoon may be expected in the Formosa Channel, and light variable winds over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending eleven years had passed. at 10 a.m. to-day, 0.73 inches.

The forecast for the 24 hours ending at noon to-day is as follows:--S.W. winds. Hongkong & Neighbourhood | light; thunder

Formesa Channel ...... S. winds, light. South coast of China between) Hongkong and Lamocks South coast of China between Same as No. 2. Hongkon Fand Hainan...

low over N. China.

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REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

THE NEW GOVERNOR OF NETHERLANDS INDIA.

LONDON, August 23rd. as Governor-General of Netherlands India is now officially announced. He takes up the post in December.

> GREAT FLOODS IN AUSTRALIA.

London, August 23rd. Heavy rains have caused the greatest floods which have occurred in Australia during the past forty years.

Bridges have been demolished, railways interrupted, and great loss of stock is reported.

THE CRETAN AFFAIR.

London, August 23rd.

to the Consuls a written assurance egarding the hoisting of the Greek

the text of alterations in document.

Following the Council of Ministers Press was officially informed that the Greek reply had been accepted as satisfactory.

AVIATION WEEK.

London, August 23rd.

The opening day of the Great Aviation Week at Rheims was marred will increase the efficiency of the establishment by wind and rain.

 Towards evening the wind dropped and the unprecedented sight: witnessed of nine aeroplanes racing simultaneously.

Wright biplane for speed, stability and dirigibility.

ANOTHER ACCIDENT TO WELLMAN'S BALLOON.

London, August 23rd. The Wellman balloon started for the North Pole and rapidly covered 32

THE WASHERMAN

Gaunt and soraggy Lean and raggy In his bag he Dips to find Shirts and "sockses," Ladies' "Frockses." Nothing shocks his Native mind! By the water (With his daughter), Where he's wrought a Phousand rents. There he swings 'em, Wrings 'em, flings 'em! And he brings 'em One month hence! -Foochow Echo.

UNITED STATES AND JAPAN.

A TREATY DISPUTE.

A question of treaty interpretation has arisen between Japan and the United States. The Commercial Treaty which became operative in 1899 and was to remain in force for twelve years provides that either high contracting party shall have the right at any time "thereafter" to give notice of its intention to

terminate it, and that at the expiration

twelve months after notice is given the treaty

shall terminate. The question which has arisen is as to the neaning to be placed on the word "thereafter." The Washington Government maintains that notice of termination can only be given after the lapse of twelve years, which would give the treaty a life of thirteen years. The Japanese Government contends that it was clearly the intent of the negotiators that the treaty should be terminable twelve years after it became operative. and this contention is sustained by the fact that all other commercial treaties negotiated at that time run for twelve years, and that a slight change in the wording of the British treaty removes any obscurity and makes it plain that

The Japanese Government is anxious to abrofer, and that is the valuation of our stock. Your gate the treaty for two reasons. It is considered to be unduly favourable to the United States. new manager is of opinion that it is necessary to and as the commercial treaties with all the other Great Powers will expire in 1911, Japan wants new treaties to become effective simultaneously. The fact that the treaty is favourable to the United States is the reason why the Washing-

ton Government is in no hurry to terminate it.

and at present it takes up the position that the

treaty will remain in force until 1912.

either party could denounce the treaty after

COMPANY MEETING. HONGKONG AND WHAMPOA DOCK COMPANY.

The ordinary half-yearly meeting of shareholders in the above Company was held yesterday in the offices at Queen's Building. The Hon. Mr. W. J. Gresson presided, and there wer also present: - ir Paul Chater, Messrs. H. White, D. W. Craddook, W. Helms, J. V. Bandow, E. G. Barrett, S. Silverstone, H. A. Siebs (directors), W. Wilson (Acting [General Manager), G. A. Caldwell (Acting Secretary) H. W. Slade, J. W. C. Bonnar, R. Mitchell, The appointment of M. Idemberg A. V. Apear, J. P. Braga, H. Percy Smith, W. E. Clarke, J. Cox Edwards, H. G. White, A. Ough, D. Macdonald, E. C. Wilks, T. Rose, W. H. Wickham, J. A. Chinoy, Choa Leep Chee, He Fook, K. Sayce, He Iu, Cheung

Pui Kai, N. M. H. Nemazee, and Chau Sui Ki

The Acting Secretary having read the notice convening the meeting. The CHAIRMAN said-Gentlemen,-The report and accounts having been in your hands for some time, with your permission, I will follow the usual custom and take them as read, Your Directors regret the unsatisfactory result of the six months' working, the profit earned being less than for any period since the latter half of 1889. This unfortunate result may be attributed to the keen competition now experienced, and the consequent narrowing of margins of profits, also to the prevailing depression in the shipping trade. The total tonnage of merchant ships and men-of-war docked during the period under review shows a falling off of some 165,000 tons as against the previous half-year. The net The Cretan Government has handed for the six months ended 30th June 1909. amount to \$76,609.93, as compared with \$261,981.53 for the previous half-year and \$274,577.68 for the corresponding period of 1908. Including the balance of \$387,078.77 brought The Consuls have requested certain forward from last account, and deducting Directors' and Auditors' fees, we have available for appropriation the sum \$420,162.36, out of which your Directors propose, subject to your approval, to pay a dividend for the half-year of 3 per cent., or \$1.50 per share, absorbing \$75,000.00, and carry floor down into the grocer's shop beneath. As at Constantinople on Saturday, the forward the balance, \$345,162.36 to new account. Certain instalments having been received on account of work in progress, the item " sundry creditors" is higher by some \$90,000.00 than in the last account, while "sundry debtors" is less by some \$95,000.00. The value of material on hand shows a further reduction of about \$66,000.00. The whole of the Company's buildings,

docks and plant have been kept up in a state of thorough working order, and the addition of a few up-to-date machine tools at Kowloon Dock It has been necessary to relay the permanent way throughout the yard at Kowloon, substituting heavier rails for those previously in use, which experience proved to be too light the cost, \$7,853, has been paid for out of revenue. Reorganization. - Since we last met we have received Mr. Dyer's report and after careful The honours went to Lefebre on consideration of his recommendations, some progress has been made which, your Directors trust, will in the future result in the more economical working of the Company, and, at the same time; by greater efficiency and the adoption of more modern methods in our system of bookkeeping and allocation of departmental charges, enable us with greater accuracy to arrive at the actual cost of production of all articles turned out at our works, and thus place us in a better position to compete for all work that may be offering. Mr. Mitchell, a very old servant of the Company, tendered his resignawhen the machinery broke | tion, which was accepted, and he left the Colony in April last. Your late Secretary, Mr. Rose, had an agreement running on until November, 1911 : this has, by mutual consent, been cancelled, by a payment to Mr. Rose, with which we trust he is satisfied, and that you, gentlemen, shares will approve of our action in this matter. To replace the gentleman just referred to, we have engaged as Chief Manager Mr. Robert Morton Dyer for a period of three years, with our option of renewing for a further two years. Mr. Dyer will select and engage, on terms agreed upon by your Directors, a Secretary who is thoroughly conversant with the bookkeeping, time-keeping and costing of a shipbuilding or engineering business. In the accounts before you under this heading you will observe that there has been an expenditure of \$37,777.34. This includes Mr. Dyer's salary and expenses for coming out and reporting on the affairs of the Company, the payment to Mr. Rose referred to, and Mr. Mitchell's passage money to England. Now, gentlemen, you may well feel anxious to know in what way you are to benefit by this expenditure. It is proposed to move the Head Office over to Kowloon, retaining on this side in less costly promises one senior and one junior clerk, with the compradore and staff It is considerthat a great deal of the work hitherto done in the Hongkong office is superfluous, that by the amalgamation a considerable saving will be effected. There are also several changes contemplated in the management of the various docks, all tending towards economy, and we have in view a reduction in expenditure of from £5,000, to £5,500 per annum. The only further known payment is that of some \$25,000, for lengthening and providing increased office accommodation in the

present drawing office at Kowloon, but as this

is a permanent improvement, it can properly be

added to the book value of Kowloon Dook.

There is one further matter to which I must re-

write down values as they at present stand in

our books, they having hitherto been based on

cost. Your Directors, recognising that this is

stock in conjunction with our new

keeper recently arrived from England, and value it item by item. This is now in progress but, as you will readily understand, it is a big undertaking and must necessarily occupy time. In the past stock has only been valued at the end of each year. We regret not having the figures to place before you at this meeting, but on, Mr. Dyer's return in October next they will be submitted to him, and I promise you, should any adjustment be found necessary, it will be carried out before we come before you with our accounts to the 31st December next. Since Mr. Mitchell's departure, Mr. Wilson has been acting as Chief Manager, and your Directors inform you with regret that he has made up his mind to retire in a few months' time. I gladly take this opportunity of thanking Mr. Wilson for the whole-hearted way he has carried on the work, and to wish him good health and prosperity wherever he may elect to settle. Gentlemen, I have endeavoured to make the position clear to you, but should any shareholder require further information, I shall be pleased to afford it to the best of my ability. There being no questions,

The CHAIRMAN proposed the adoption of the

report and accounts as presented, Mr. SLADE-I regret that the report which I have now the pleasure to second is not a more satisfactory one, but I do not think anyone can have looked for anything better. The depression in trade and the keen competition which we have had to encounter are evidenced by the deficiency of 165,000 tons of tonnage entering the Docks as compared with last halfyear. I hope, however, that this may prove the Company's low water mark and that from now on we may see a gradual but continued improvement. I am led to this hope by what has been told us regarding the reorganisation scheme. myself, like many other shareholders, thought this scheme should have been brought forward some years ago, and we might now have been in a better position than we are to-day, but now that it has been entered into I am glad to find that the Board has taken it up so thoroughly. Economies to the extent of from £5,000 to £5,500 per annum are already in view, and I hope that when Mr. Dyer comes back and settles down to his work he will be able to increase these economies and at the same time maintain and possibly improve the efficiency of the Docks. The Chairman has referred to the question of stock. This is an item which bulks very largely in our balance sheet, standing at \$1,250,000 odd. I am sure it is a wise thing to have a thorough revolution of this, but I hope the Chairman's remarks do not portend the appropriation of any large sum out of the profits of this half-year for the purpose of writing down values. One of the results of our re-organisation scheme has been the retirement; of certain members of our staff. I think you will all agree with me, gentlemen, when I say that we appreciate most highly the valuable services they have rendered us for many years past. At the same time, I should like to welcome our new chief manager, Mr. Dyer, and to wish him every success in the extremely arduous task which he has undertaken. I have much pleasure in seconding the adoption of the report and accounts.

The motion was carried. The CHAIRMAN—Thank you for your attendance, gentlemen. Dividend warrants will be ready to-morrow.

SHANGHAI COTTON SPINNING COMPANY.

The first annual general meeting of the Shanghai Cotton Spinning Company was held last week at the offices of the Mitsui Bussan Kaisha, No. 49, Szechuen Road. There were present : Messrs. M. Fujise (Chairman). H. Robertson, C. E. Rosch, H. E. Morriss, A. Woods, Yin Sih Chang, D. Hatabu, K. Ono, Seo Pao-san, Cheh Chao-chow Chui Li-shan, J. Morita, K. Ohara, Hsing-sheng, Hsi Chinliu and Wang Chen-po, representing 6,805

The CHAIRMAN said: Gentlemen - The report and accounts of the company have been in your hands for some time and with your permission I will take them as read. You will see that the profit on the working account amounts to Tls. 183,853 76, and the balance at credit of profit and loss account, including balance brought from two old companies amalgamated, to Tls. 171.956.26. Out of the net profit your directors propose to write off Tls. 22,676.00 from the book value of buildings and furniture; to pay a dividend at the rate of Tls. 7.50 per share, absorbing Tls. 125,070.00; and to carry forward to new account the balance, Tls. 24,200.26. This result may be considered satisfactory, but before asking you to adopt and pass the report and accounts, I wish to make a few remarks. The yern market has, on the whole, been active during the period covered by this report, enabling us to work both mills day and night throughout, and we hope that the continued activity of demand for yarn may bring about the same satisfactory result for next year, notwithstanding the high price of the raw material now ruling over the market. Constant care has been bestowed on improvements to the machinery, some eighty thousand tacls having been spent for renewal and repairs since January last year. I am fully confident that its value has been increased so that we need not apportion any money for the depreciation

As you are aware, we are issuing the balance of authorized capital representing 3,324 shares of Shanghai Taels fifty each at par, exclusively to existing shareholders, as your directors consider it advisable to do so in the best interests of the company. If any shareholders wish to put any questions I shall be pleased to answer, them to the best of my ability.

There being no questions, the following resolutions were put to the meeting and carried

Proposed by the Chairman and seconded by Mr. H. Robertson: That the report and accounts, as presented, be accepted and passed. Proposed by the CHAIRMAN and seconded by Mr. ROACH :- That a dividend of Tis. 7.50 per share be paid.

Mr. Horatio Robertson was elected a director, and Mr. C. E. Roach was elected auditor. On the motion of Mr. ROACH and seconded by Mr. Soo Pao-sun, it was resolved that the staff be given a bonus, to be arranged by the

a matter of primary importance, have arranged Votes of thanks were passed to the general with Mr. Finlay Miller to go through the agents, the Mitsui Bussan Kaisha, and to the manager, Mr. M. Fujise.

#### SHIPPING NOTES.

Between Brindisi and Port Said the P. and O. Company carry the mails in two fast twinscrew steamships of modest tonnage, known as the Isis and Osiris. They were built in 1898. One of them, the Osiris has just undergone overhoul at Port Said after having run with unbroken regularity ever since she was put into the service. It is a remarkable testimony to the character of British shipbuilding.

The Board of Posts and Communications has intimated to the China Merchants Steam Navigation Company that in order to increase its business it should enter into contracts with the Chinese Railway Companies to connect its steamers with the Peking-Mukden Railway at Newchwang, the Peking-Kalgan Railway at Tientsin and the Shanghai-Nanking and Peking. Hankow Railway at Shanghai, and should issue through passage tickets and bills of lading at all its offices. This, the Board says, would benefit both the companies and the travelling public. The former will make more profit and the latter will be saved a lot of trouble.

A notable and much respected figure, Mr James Dixon, underwriter, and chairman of Lloyd's Register of British and Foreign Shipping, died last month at Ecvenoaks, at the age of 60. Lately Mr. Dixon took a less prominent share in active business, but he had previously been connected with the firm of Harris and Dixon, shipowners and brokers, and he also had interests in collieries and docks. Mr. Dixon was one of the early presidents of the British Chamber of Shipping, with which he maintained his connection until the end, and he was one of the joint managing directors of the British Steamship Investment Trust. He was educated at Etcn, and travelled widely, especially in America and the East. At Lloyd's Register Mr. Dixon will probably be best remembered for his conspicuous services in securing the site in Fenchurch street on which the present fine offices stand. He achieved marked success in the City on his own account, and much impressed those with whom he came into contact by the force of a very virile personality.

At the annual meeting of the General Shipowners' Society (London), Mr. F. H. Pyman, (chairman of the society), who presided, said he was firmly of opinion that there never was any strong reason why freights all round should have fallen so seriously during the last few years as they had done, if it were not for unwise competition among themselves. He believed that their altered methods of conducting shipping business in recent years had largely contributed to the present deplorable condition of affairs. They had got into the habit of taking large contracts for carrying cargoes at cost price, or even less, and they sent ships on long voyages. without the ghost of a chance of " making onds meet" at the current homeward freights. Perhaps the strangest fact of all was that, in short sea trades, merchants were able to get all the tonnage they required at rates of freight which. in all probability, would not cover the expenses incurred by owners. It would be much better if they could get back to the old method of charter. ing their ships out and home before sending them to various distant parts of the world, on trust, so to speak. The time had come, it seemed to him, when they wanted a little more backbone in the shipping community.

At a meeting of the Institution of Mechanical Engineers last month at I iverpool, Mr. A. J Maginnis said that the advent of the twentieth century had brought great departures from the older system of marine engineering, the leading feature being the introduction of turbines. A a result, he looked forward to great business in the supply of new machinery even for existing steamers, especially as it would not be necessary to replace existing boilers. There was yet no sign that liquid fuel would generally supersede coal, although there was no question that it presented many features to recommend it for marine propulsion. The use of electric power for many purposes on board ship was also largely on the increase. There was no indication that the great horse-power of the Lucitania and Mauretania would be exceeded or even equalled for some years to come. Mr. Herbert W. Wilson, of Liverpool, stated that at present from 700,000 to 200,000 electrical horse-power | the Tientsin-Pukow Railway, it was asserted was employed in the textile manufactories of the world, and it was increasing at the rate of 70,000 to 80,000 horse-power per annum.

Underwriters, brokers, and shipowners are jargely interested in the principle involved in the Gunford decision, given in the Court of Session, Edinburgh. The decision has produced a considerable amount of comment, and it is claimed that it will, if undisturbed, be very prejudicial to the best interests of both shipowners and underwriters. Important points for underwriters are that the sailing ship Gunford whilst on a voyage from Hamburg to Santa Rosalia in 1907, was wrecked on the Brazilian coast. As the result of a Board Trade inquiry the master's certificate was suspended for 12 months, and the Court considered that the insurances were excessive. A large proportion of the underwriters denied liability, and pleaded inter alia that there was concealment by the assured of the following material facts-namely, that a captain had been appointed who had not been to sea for 22 years and had had his certificate suspended months for losing his last ship, and addition to insuring a vessel not worth £10,000 for the sum of £18,500. the assured had effected honour or disbursement policies for £11,000, so that a loss would be highly advantageous to him. A prominent London underwriter gave evidence on behalf of the Institute of London Underwriters of the lifetime, A. S. Watson & Co. Ltd. Sole Agents, materiality of these facts, but the Judge has

held that the assured was not bound to disclose them, and gave judgment in favour of the assured. The Marine correspondent of the Times has been asked to state, for the guidance of shipowners and brokers, that the underwriters of 17 leading insurance companies had during the trial signed a declaration that in their opinion the facts alleged to have been concealed "are very material facts which would influence an underwriter in deciding whether he would accept the risk at all, or, if he did accept the risk, in accepting it at an increased rate." Attention may also be drawn to the fact that the action was defended largely by mutual clubs, which represented an important body of shipowners, so that both the underwriting and shipowning interests are closely

A number of gentlemen connected with the shipping industry, among whom were Admiral the Hon. Sir E. R. Fremantle, Mr. Shackleton, Mr. Edmund Beresford, Sir Richard Levin, Mr. John O'Connor, M.P., and Mr. Joseph Nolan, M.P., inspected the working of the porhydrometer, an instrument of Italian invention for weighing with the utmost accuracy the dead weight placed on board or removed from any ship or barge to which the instrument is fitted. The instrument is based upon the infallible principle that a body floating in a liquid, of whatever density, displaces a quantity of that liquid exactly equal to its own weight, and by its application the vessel is transformed into a gigantic weighbridge or weighing machine. The advantages of the instrument are that the cargo is accurately weighed in one operation, and that the loading and discharging can be carried out with much greater rapidity, resulting in the reduction if not complete avoidance of demurrage. The demonstration took place on a 200-ton barge at the Temple Pier, London.

#### THE NEXT CARNIVAL AT MANILA.

Mr. C. W. Rosenstock, a member of the Committee on Publicity of the Philippine than he began his work of interesting people in the next Carnival which is to be held in Manila next February.

While the date for the opening of the carnival is still somewhat distant, the people of Manila are not delaying the work of getting outsiders interested in their big festival. We have received reports from time to time of what the Carnival Association intend to accomplish during the next flests, but had no idea of the magnitude of the undertaking until we had a few minutes' conversation with Mr. Rosenstock. He informed us that the forthcoming carnival would far eclipse anything attempted in that line in the past, and when the fact is considered that never in this part of the world has anything like the former carnivals in Manila been approached, it will be seen that this means a great deal. Dozens of features, which will be entirely new, will be seen at next year's carnival, and we are assured that those who are so fortunate as to be present will be given a treat that they will not soon forget.

Many visitors were present at the last two carnivals in Manila and not one went away with any but feelings of the deepest gratitude toward Manila for the enjoyment afforded them. This year it is expected to have several thousand people from the China coast, Japan, the United States. Hawaii and Australia in Manila during the carnival season, The committee on entertainment is already making plans to accommodate this influx of visitors. Arrangements are now being made with the steamship companies to give special low rates to Manila during the cernival season. and it is expected that many people from this Colony will be among those who will be present during the gala season. Mr. Rosenstock will he in Hongkong for several days, and will be pleased to give full and detailed information regarding the carnival to all those who desire it.

#### THE QUESTION OF RAILWAY STATIONS.

#### THE TIENTSIN-PUKOW LINE.

On the occasion of the retirement of Li Te Shun, the director of the Northern part of that he had endeavoured to cause the railway station at Tientsin to be constructed in the neighbourhood of the German settlement and that he had received large sums of money as bribe for that purpose from the Deutsch-Asiatische Bank connected with that company We have been asked to state that, although

was a question at the beginning of th nogotiations of constructing the station partly on German, partly on English territory, never theless, during the course of the whole negotiations, which were conducted with full publicity neither from the German nor from the English side were offers or promises of any kind made to the Chinese negotiators nor to any other

In the further course of negotiations, the Chinese Government, quite according European custom and with full publicity bound to pay. It was entirely optional for him -demanded from both of the concessions a to pay or not, and if he did not pay he subsidy towards the expenses of building the railway, which subsidy was quoted at such a high figure that negotiations had to be given

up as hopeless. When finally the site for the projected station was selected at a spot far removed from the European settlements (which caused these settlements to take no further interest in the matter) a Chinese syndicate, knowing how matters stood, bought up large quantities of near the spot chosen, as a speculation. The German and English communities were neither directly now indirectly concerned in this

How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Specialities for the Skin are the study

SUPREME COURT. Monday, 23rd August.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT. A COMPRADORE'S LIABILITIES. The Full Court yesterday delivered its deci-

sion against the appeal from the judgment of the Chief Justice in the action in which Messrs. S. J. David and Co. sued their compradore, Chan Ut Chin, claiming \$648,815.67, said to be due under a compradore's agreement. There was a counterclaim by the defendant for \$55,000 which was deposited under the agreement.

Mr. MacNeil and Mr. G. C. Alabaster, in structed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) appeared for the appellants (plaintiffs), and Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs, Ewens and Hars-

ton) represented the respondent. The thief Justice, in the course of a judg. ment which took three-quarters of an hour to deliver, after dealing with the arguments of counsel and the authorities quoted, said he was of opinion that there was here a clear statement, made by both parties to the deed, that when a demand was made, the fact of making the demand created the obligation to pay. It was not necessary to go to the extent of saying that the words money swing" operated as a mortgage covenant to pay; it was sufficient to say that they were a statement of fact that the money was in fact owing, and being made in a deed the fact could not be denied. Having arrived at this conclusion it was not necessary to examine the interesting argument based on his decisions, as to the way in which the intention of the parties to a contract was to be ascertained. It would be convenient if he summarised the result of this judgment First, so far as the mortgage was concerned: There was no personal covenant to pay Chinese losses. There was not sufficient evidence of any agreement outside the mortgage to pay these losses, either from the recitals of the mortgage Carnival Association, arrived in Hongkong on or aliunde. The mortgage itself did not imply the Mongolia, and had no sooner got ashore the existence of such an agreement or liability. The provisoes for redemption could not be construed into covenants to pay the Chinese losses, although they were referred to in one of the covenants. There was no undertaking to pay the Chinese losses in the agreement. There was, however a clause in the mortgage which said that demands might be made by the firm for the amount of the Chinese losses, whereupon the proviso for redemption operated, and if the amount was not paid the scenrity was forfeit. In this clause there was a statement that the money demanded should be due and owing in virtue of the demand. His Lordship was doubtful whether he could hold that this itself was an admission that the monies were due and owing. even applying the law that a statement made by a party to a deed binds him. But in the agreement there was a clause which manifestly referred to this clause in the mortgage as a security, and if a security, then a security for the amount owing. There was, therefore, a statement in the deed that the monies demanded were owing in virtue of the demand; they could not be owing except by the person who was called upon to pay the money by the demand. This reference to the admission in the deed, although it was made in a document which was not itself a deed, showed

> The Puisne Judge, after dealing at length with the facts, said the position as he apprehended it was shortly as follows :-- When Chinese customer got goods from the firm and made default the vendor then suffered a loss, but he had taken from the compradore an assignment of leaseholds by way of mortgage, with a proviso that the compradore should not be entitled to redeem unless on demand he made good that loss. When the demand was made the monies became owing, and that meant, he thought owing from the compradore. It would have been simple enough to provide that on losses being increased the firm might go against the property, sell it, and recong themselves. But that had not been done: the proviso was that they must first ask the compra dore to pay. He must get a demand in writing. On this demand he might, if he chose, pay, and on payment he was entitled, subject to the terms of the instrument, to redeem his property. If he did not pay, the money did not cease to be owing, but he was not so far could not be sued, because he had, it seemed expressly refrained from agreeing to pay. He had instead of that provided a security, the property, and the parties had apparently expressly agreed that the firm should resort to that in default of payment. On the mortgage alone the firm could not sue him. It was recognized that a demand might be made on him, but on his default they could only go against the land. The effect then sas that under the mortgage deed the liability of the compradore, not being a personal liability, was limited by the value of the mortgaged property. A much greater amount might be owing, but he need not pay unless he chose. If he did not, he lost his property. Or, if for any sentimental reason he preferred to keep his property he must pay the sum demanded, which

that the mortgage was a security for the pay-

by the firm, and so owing by the compradore,

on the strength of which another and further

security in cash was given by the agreement.

His Lordship was, therefore, of the opinion that

the judgment in the Court below should be

reversed, and that judgment be entered for the

plaintiff with costs of the Court below and of

I might be a very much larger amount than the property was worth. It might be said that reading to inform the Court that the amount the principle that money might be owing paid by the plaintiff to Messrs. Descon, Looker from a man without his being under any personal liability to pay it, was unknown to the asked permission to add it to the claim. law. The answer was that it was not sufficient to look at the mortgage deed alone, because that application for amendment he would ask that document did not and was never intended to set out the whole agreement arrived at by the parties on January 30th, 1902. It is and was could not be recovered in this action. intended by the parties to be incomplete if read by itself. If the mortgage stood by itself be to treat the question as a question of law. the absence of a personal covenant was in itself so significant a feature that the \$2,000 odd plaintiff now wished to add to his mere fact that money was stated to be owing claim was made up. on demand would, he thought, rebut any presumption of personal liability. But one could | Mossrs. Deacon, Locker and Deacon in respect not, in documents so mutually connected as this of the Scotch divorce. Counsel then concluded mortgage and this agreement, take first one and | reading the statement of claim, which stated construe it independently, and then proceed to that the plaintiff claimed for damages for the interpret the second separately as if each were misconduct of the defendant with Henrietta executed as an isolated transaction. The Maud 3 itchell \$15,000, and special damages for meaning of the parties could only be given effect to if the two documents were taken as a whole, one completing the other. When his Lordship found a man saying in a document that money may be owing on demand made on him in writing, and saying in a nother document of even date, and to be read co njunctively with the first, that he would pay monies owing from him under the first document, then he felt obliged to conclude that the second statement related to the first, and to show how to any such proceedings. that first must be interpreted. He thought then that although in this case it was accurate to say that the compradore was not personally liable under the mortgage alone, yet we must | had to lay before them, and in respect of which also say that, as it clearly did not stand alone. he claimed at their hands substantial damages. he had declared that under it there might be monies owing from him on domand, and that he had, under the agreement which completed of money as general damages, for what might the mortgage, expressly recognised money might be so owing. He had, then, made a deposit as security for any monies that might be owing, and further expressly undertook an unlimited personal liability in respect of them. His Lordship thought that the appeal must succeed with costs here, and in the Court

Mr. Alabaster moved for judgment for plaintiffs for the amount endorsed on the writ. The Chief Justice— re not there some

Mr. Slade-Yes, but this is quite preliminary. There are a dozen or two more defences. This is only a preliminary canter. The Chief Justice It is a canter right round

Mr. Slade Your Lordships decide that there is an unlimited liability upon the mortgage for whatever may be due?

The Chief Justice—Yes, on the accounts. We had better say that the judgment in the Court below be reversed with costs here and in the Court below.

Mr. Slade applied for a stay of execution for a fortnight, which was granted.

#### IN ORIGINAL JURISDICTION.

ACTION FOR CRIMINAL CONVERSATION. The action between Captain J. A. Mitchell, of the Indo-China Steam Navigation Company, and John Lemm, architect, came on for hearing before his Honour the Chief Justice and a ground of her adultery with Mr. Lemm. special jury composed of Messrs. E. J. Hughes Mr. Slade-My friend really should restrain E. H. Hinds.

was excused on the application of Mr. Slade. clearly, if the mortgage did not itself show it, Mr. J. T. Douglas was also excused from objection? that the intention of the parties to the deed was sitting because he informed the Court that he was prejudiced in the case. ment by the compradore of monies so demanded

> as general moral damages, and \$17,187.23 ings. The defendant, therefore, had no opporpayable in connection with divorce proceedings in Edinburgh.

Sir Henry Berkeley, instructed by Mr. H W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, while defendant was represented by Mr. M. W. Slade, who was instructed by Mr. P. M. Hodgson (of Mesers. Ewens and Harston).

Sir Henry Berkeley opened by reading the

pleadings to the jury. The statement of claim showed that the plaintiff was a bankrupt and master mariner in the employ of the Indo-China Steam Navigation Co., Ld., who carry on business at Hongkong. The defendant was at present absent from the Colony, but carried on business as an architect at 64, Queen's Road Central. At the time and places hereinafter mentioned the defendant unlawfully debauched and carnally knew one, Henrietta Maud \ itchell, she then being plaintiff's wife and bearing his name; (a) On different occasions in the months of February, March, June, July and August, 1899: at No. 4 and also at No. 8, Granville Avenue, Kowloon, during the absence of occasions in the months of June, July and the judgment of the Court of Session for that was a bankrupt, and that fact was due to one of August, 1900, which the plaintiff could not purpose, and argued that all judgments of the the direct consequences of the wrongs done him more particularly specify, at 4, Granville Avenue; | Court of Scotland were admissible. (c) On occasions during a period extending from January, 1901, to September, 1902, inclusive | the Scotch Court filed a diverce with some perat No. 6, Rose Terrace, Kowloon; (d) son unknown. On the 12th and 13th October, 1904, at the Bos Vista Hotel, Macao; (e) Cn the to prove the fact that the plaintiff's wife was ability as a seaman until he now commanded Hotel; (f) On occasions in the months of the judgment of the Court of Session. April, May, June, July, August, September and October, 1905, at Eran Bungalow, It is not relevant. otherwise known as Cherub Villa Observatory Road, Kowloon. In consequence of the said misconduct of his wife with the defendant, the plaintiff on November 7th obtained a decree of divorce from the first division of the Court of Sessions, Edinburgh. The costs and expenses which the plaintiff had paid or become liable to pay amounted \$14,359.14, and particulars of the special damage were set out.

At this stage Sir Henry Berkeley stopped and Deacon, \$2,828.00, had been omitted; and he

Mr. Slade stated that as there was an the claim be amended by striking out very substantial amount. There was much that His Lordship thought the best thing would

Mr. Slade asked for particulars as to how the

Sir Henry Berkeley said it was costs paid to money paid and payable in connection with the Edinburgh divorce proceedings, \$17,187,23.

In the statement of defence the defendant denied unlawfully debauching and carnally. knowing at any time the plaintiff's wife. He was not a party to any divorce proceedings commenced by the plaintiff, and was in no way bound by any decree made in such proceedings. He did not admit that the plaintiff became liable to pay the costs of or incidental

Counsel then proceeded to tell the jury that the facts in the statement of claim formally set out all the grievances which Captain Mitchell In addition to the special damages he was asking the jurors to give him a substantial sum that be called moral damages for the great wrong Captain Mitchell had sustained at the hands of Mr. Lemm, and for the intelerable insults he had suffered at the hands of the defendant. The jury would give such damages as they might think justified, and, so to speak, would make the punishment fit the crime. They were not bound by any limit claimed in the writ, but were at liberty to give any damages they pleased.

> His Lordship pointed out that it was not permissible to discuss the amount of damages with the jury.

Sir Henry Berkeley, proceeding, said this was an action for what was commonly known as oriminal conversation; that meant an action in which a husband claimed compensation and damages against another man for having committed adultary with his wife. The term "criminal conversation" was no longer in use at home, because in England the Divorce Court had jurisdiction which enabled it to give damages to a petitioner his petition for divorce. Although actions for criminal conversation were no longer necessary in England, they had to be brought in Honghad jurisdiction in matrimonial affairs as far as ordering a judicial separation between the parties, it had no jurisdiction in divorce itself. In November, 1906, Captain Mitchell obtained a decree of divorce from his wife n the Court of Session in Scotland on the

(foremen), J. W. Bolles, E. Shellim, M. S. himself. It is perfectly incompetent for him in Sassoon, M. S. Northcote, G. C. Moxon and this action to make any use of the proceedings in Scotland for the purpose of establishing the Mr. Ho Fook was the first juror called, but | guilt or otherwise of the defendant in this case. His Lordship-What is the nature of your

Mr. Slade-For reasons of his own, rightly or wrongly, the plaintiff in this action did not Plaintiff claimed from the defendant \$15.000 make Mr. Lemm a party to the divorce proceedas special damages for money paid and tunity of being represented on those proceedings in Scotland. He is not a party to those proceedings, and whatever happened there cannot be referred to in this case.

His Lordship called on Sir Henry Berkeley The fact of adultery with anybody was not proved by the Scotch judgment. In the circumstances it could only be held to prove the fact of adultery, but it did not prove against

the present defendant. Sir Henry Berkeley said he was entitled to

prove the fact of the divorce in Scotland. His Lordship-If you could do that you need not call any witnesses.

Fir Henry Berkeley said that would not be sufficient. He was entitled to prove the fact of the divorce, and he could prove it by means of the Scotch judgment. That judgment, as a foreign one, was admissible in oridence in the Court of England.

His Lordship - Between the parties! Sir Henry Berkeley - Yes.

His Lordship -Mr. Lemm was not a party. Sir Henry Berkeley said he desired to prove the fact of the divorce for what it might be worth; just merely as the fact of the consequence | former had incurred such liabilities as to cause plaintiff from the Colony, (b) On | flowing from the defendant's act. He produced | him to become bankrupt. Therefore, to-day he

11th and 12th December at the Bos Vista divorced. He submitted that he could put in the fine steamer Fook Sang. About seven

fact that a divorce was pranted. Then I can proceed to show with whom, apart from | it in a way suitable for the wife of a shipmaster.

issue. One of the points which is not at all quarters, and naturally looked forward to years settled is how far the finding of fact does bind. of happiness and comfort with his family. to Either it is evidence or it is not.

Sir Henry Berkeley-A fact may frequently te evidence for what it is worth. The whole of

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then burst. My everything they could face, arms and hands were completely The irritation and pain were so great that they had to tie my hands up in wadding to prevent me from scratching the sores. My parents placed me in a private hospital. When they decided to take me away my eczema was not only worse but my health very

much lowered. "After this, three public hospitals were each given a fair trial with my case and at every one I was at last pronounced incurable. The doctors said that I should have these eruptions every spring and autumn. The blisters were a fearful size and got worse as I grow older. The pain of these sores was really terrible and the effect on my health was very bad. Apart from this I experienced great disadvantages from being disfigured, both in private life and in business, for no one

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the circumstances in this case is made up of facts from which adultery is to be inferred. formally tender the Scotch judgment . Will you rule it out?

His Lordship—The mere fact that the defendant was not a party rules it. out at once. The fact of there being a scotch divorce must be entirely removed from the mind of the jury.

Sir Henry Berkeley ... I will have to allude to it for the proceedings here. I will have to point out that these proceedings are brought kong, because, while the Supreme Court here | against Mr. Lemm in this Court because Mr. Lemm could not be made a party.

His Lordship-You cannot do that. My opinion is that the judgment should not be referred to, and I said so from the very first. I don't see how it can be mentioned.

Sir Henry Berkeley said he understood that his learned friend had just raised the point. that plaintiff ought to have made Mr. Lemm a party to the proceedings in Scotland.

Argament on the point was deferred. Sir Henry Berkeley informed the jurors that in July, 1907, when an action was commenced in this Court by Captain Mitchell against Mr. Lemm, claiming damages as he was now claiming, those damages included a sum of money which Captain Mitchell was liable to pay on account of proceedings he had taken elsewhere charging his wife with adultery with Mr.

Mr. Slade - If my friend is stating these things he ought to state them accurately : charging her with adultery with Mr. Lemm and several other people.

His Lordship-Even that is premature. The case has got to be proved.

Sir Henry Berkeley said he was aware of that. In order to proceed with his action in 1907 Captain Mitchell had to find security for costs. This he had to do because he was rarely in Hongkong. He was ordered to give a sum of \$2,000 as security for the costs of the defendant. Mr. Lemm.

His Lordship-The tail of the horse is on the head. Don't open with damages first, but open the case of adultery.

Sir Henry Berkeley said he was proposing to do it in a much shorter way, and in a way which would be more comprehensive to the jury. Proceeding, he stated that as a result of the proceedings which the plaintiff had taken in consequence of the wrongs done him by the defendant, the by the defendant. Captain Mitchell had been His Lordship-You will prove the fact that | in the employ of the Indo-China Steam Navigation Company for 19 years. He entered the service as a mate in 1891, and worked his Sir Henry Berkeley said he must be allowed way up by his steadiness, good conduct and years after he entered this service Captain His Lordship - How does it affect this case? Mitchell was in a position to bring his wife to Hongkong from Australia. About that time Sir Henry I erkeley- It is relevant to the he took the lease of a house at No. 4, Granville Avenue, Kowloon, for four years, and furnished In bringing his wife and child here, Captain His Lordship-That is irrelevant to this Mitchell decided to make Hongkong his head-Mrs. Mitchell left Australia sometime in

(Continued on page 5.)

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address : PRESS Codes ; A.B.C.

5th Ed-Lieber's. P.G. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3 per cent. per SHARE for the Six Months ending 30th June, 1909, Declared at MONDAY'S ORDIN. ARY HALF-YEARLY MEETING, will be Payable at the Premises of the Hongkone A SHA-GHAI BANKING CORPORATION, OR ARC after TUESDAY, the 24th August, and Share holders are requested to apply for Dividend Warrants at the Company's Office, Queen's

By Order of the Board of Directors, GEO. A. CALDWELL. Acting Secretary. Hongkong, 24th August, 1909.

PUBLIC AUCTION.

**FIGHE** Undersigned have received instructions to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 25th August, 1959, at 10 A.M., at Army Ordnance Stores, Queen's Road East, THE FOLLOWING GOVERNMENT STORES

At the Arsenal Yard:-IRON BEDSTEADS, LAMPS C TRACING, LAMPS S GNAL, BERK-FIELD FILTERS PUNKAH LAMPS EARTHENWARE FILTERS, BRASS. CUPRONICKEL, GUNMETAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND SHEETS BLANKETS, TARRED and PLAIN CAN-VAS, ROPE, DOOSOOTIE, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c., &c.

A QUANTITY OF PARTWORN CLOTHING Catalogues can be had at the Ordnance Office | Telephone 668. or from the Auctioneers.

TERMS OF SALE: Cash on delivery. Al faults and errors of descriptions at Purchasers risk, on the fall of the hammer. All lots to be cleared within 48 hours. HUGHES & HOUGH.

Government Auctioneers. Hongkong, 24th August, 1909.

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

FROM EUROPE.

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· FLINTSHIRE. having arrived from the above Port, Consigners of Cargo are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by murk, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 28th inst., at 3 P.M., will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns where they will be examined at 9.30 A.M., on the 28th inst. No Claims will be admitted after delivery of goods has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized. Optional goods will be landed here unless instructions are given to the contrary before

TO-DAY. JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 23rd August, 1909.

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"CATHAY, having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject and to rent. All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be examined on 30th inst, at 9.30 A.M. All claims must reach us before the 4th Sept., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. MELCHERS & Co.

Hongkong, 23rd August, 1909. AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES,

From YOKOHAMA, KOBE AND SHANGHAI. THE Company's Steamship

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have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 30th inst., or they will not be recognised. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 30th inst, will be subject to rent. Bills of Lading will be countersigned by SÄNDER, WIELER & Co.,

Hongkong, 23rd August, 1909.

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the to apply for Warrants.

By Order of the Court of Directors, J. R. M. SMITH. Chief Manager. Hongkong, 21st August, 1909.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

■ N Accordance with the Provisions of No. 104 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS PER SHARE. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant. The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the

24th instant, both days inclusive. JARDINE, MATHESON & Co., LTD., General Managers. Hongkong, 13th August, 1909. [1074

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THE Business of the above Bank is L conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 34 per cent. per annum.

Depositors may transfer at their option. balance \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghai BANKING CORPORATION.

J. R. M. SMITH, Chief Manager. Hougkong, 12th January, 1907. TEDERLANDSCH-INDISCHE

HANDELSBANK, (NETHERLANDS INDIA COMMERICAL BANK).

ESTABLISHED 1863.

HEAD OFFICE: AMSTERDAM.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500) Reserve Fund Fl. 2,754,338,09 (£229,528)

HEAD AGENCY: BATAVIA. LONDON BANKERS:

THE WILLIAMS DEACONS BANK, Swiss BANKYEREIN. BRANCHES AND AGENTS all over the

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed

Deposits at the following rates:-12 months 4% per annum. do. 31% do. C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central.

Hongkong, 4th August, 1909. THE BANK OF TAIWAN, LIMITED (Incorporated by Special Imperial

CHARTER). Capital Subscribed (paid up) ..... Yen 5,000,000 Reserve Fund Yen 1.320.000

HEAD OFFICE: TAIPEH, FORMOSA BRANCHES AND AGENCIES: Amov Anping Nagasaki Tamsui Tokyo Osaka Yekohama Keelung Shanghai

Swatow

HONGKONG OFFICE: 3. DES VŒUX ROAD. Interest allowed on Current Accounts Deposits received en terms which may be had on application. D. TOHDOW, Manager.

Hongkong, 11th March, 1909. INTERNATIONAL DANKING CORPORATION. CAPITAL PAID UP ... ... Gold \$3,250,000,

== about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS:

= about Mex. \$7,222,222

NATIONAL PROVINCIAL BANK OF ENGLAND Limited. THE CAPITAL & COUNTIES BANK, LIMITED. Branches and Agents all over the World.

BANK OF ENGLAND.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent, per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 41 per cent, per amum. For 3

No. 9, Queen's Road, Central, Hongkong.

Hongkong, 8th April, 1908. TIONGKONG AND SHANGHAL BANKING CORPORATION. PAID-UP CAPITAL ... ... \$15,000,000

W. M. ANDERSON

Manager.

SILVER ... ... \$15,250,000 **\$30,250,000** RESERVE LIABILITY OF PROP'TORS \$15,000,000 COURT OF DIRECTORS.

£1,500,000 at 2/--\$15,000,000

RESERVE FUNDS:-

STERLING

Hon. Mr. W. J. GERSSON-Chairman. H. E. Tomkins, Esq. - Deputy Chairman. J. W. Bandow, Esq. | E. Shellim, Esq. E. G. Barrett, Esq. R. Shewan, Esq. H. A. Siebs, Esq. H. A. W. Slade, Esq. C. S. Gubbay, Esq. W. Helms, Esq. C. R. Lenzmann, Esq. CHIEF MANAGER:

Hongkong-J. R. M. SMITH.

BANKING COMPANY, LIMITED.

MANAGER: Shanghai-H. E. B. HUNTER. LONDON BANKERS-LONDON AND COUNTY

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 22 per cent. per Annum. For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent. per Annum.

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Established for over FIFTY YEARS Circulates largely throughout Southern China Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road

Central, Hongkong; 131, Fleet Street, London, or from the different Agents. Documents translated from or into Classical er Colloquial Chinese.

Advertising medium among the Native Community.

J. R. M. SMITH, Chief Manager. Hongkong, 21st August, 1909.

# 

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They are high-class and absolutely safe securities, payable to bearer; issued by the various Governments and Municipalities of Europe; they pre-redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS. We sell these flouds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free. MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

#### INSURANCE 3

NOTICE.

TTAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Carrent Rates. JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909.

TORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorised Capital ... £5,000,000 Subscribed Capital Paid-up Capital ...... 1,212,500 3.2)4.753 II. Fire Funds The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

Agents. . Hongkong, 14th August, 1909.

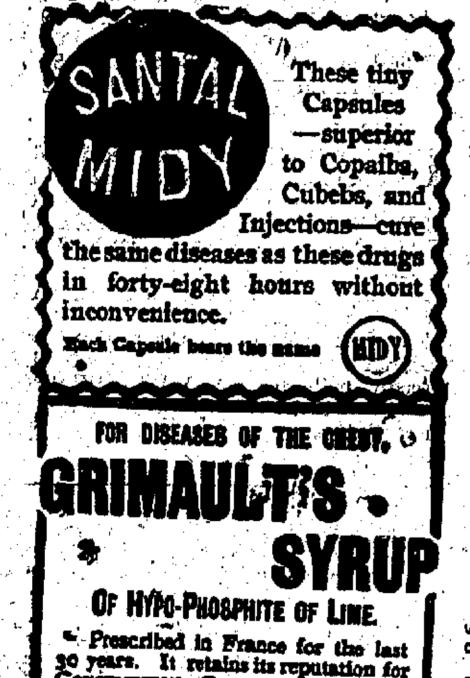
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THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING

H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with Wines and Spirits.



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what everybody says must be true-Certainly it is generally safe to follow the crowd. Its instinct is usually right, and in the matter of common aliments you may profitably pay need to the opinion of the majority which in times of sickness puts its faith in the officacy of Beecham's Pills. Nor has that trust been misplaced. An annual sale of 6,000,000 boxes proves the universality of the belief in the value of

Many preparations, miscalled remedies, claim impossibilities. They could not reasonably make good much that to claimed for them. No exaggerated statements are put forward respecting Bescham's Puls. The steady demand for them-year after year-proves that these who have need of them have found that they wrought those curse that they are announced to effect. No other medicine is so generally and uniformly successful in giving strength to the stomach correcting the digestive systems, and regulating the liver, kidneys, and bowels, and the use of Beecham's Pills will prove to your periect satisfaction that they

MAKE GOOD EVERY CLAIM.

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AGENCIES:-YOKOHAMA: M ASADA, Esq. CHINKIANG: Mesers. GEARING & Co. MANILA: Messrs, MACONDRAY & Co.

Manager, No. 2, Pelder, Street, Hongkong. Hongkong, 9th January, 1909.

SUPREME COURT.

(Continued from page 3.)

1898, accompanied by her little daugh ter, who was some eight, nine or years old at that time. By the same steamer, the Guthrie, by which she travelled to Hongkong, the defendant, John Lemm, also travelled. He was accompanied by his wife, who at that time was a great invalid, and who shortly afterthus formed between Mr. Lemm and Mrs. jury would be bound to draw the inference that the parties took the opportunity offered them to do the cots of adultery charged against them. He should have, in order to bring home the charge to the defendant, to call the servants. That was a distasteful thing to have to do, but in this case it was almost unavoidable. Europeans living in the neighbourhood at the time would also be called to give their testimony. Counsel said he would call evidence to show that Mrs. Mitchell decided to form a gentlemen's mess in her house, and this was done without the knowledge of Captain Mitchell. He would prove that while a Mr. Watkins and another member of the mess only had meals at the house Mr. Lemm not only had his meals there, but slept there night after night during the time Captain Mitchell was away He would also prove that while Mr. Lemm was in the house at night the only other occupants. barring the servants, were Mrs. Mitchell and her young child. From sthat fact he would ask the jury as reasonable men to draw the conclusion that adultery was committed by the parties. When Captain Mitchell return. ed home he was informed by his wife that she had formed a gentlemen's mess. He strongly disapproved of it and requested her to stop it. It would be proved that Mrs. Mitchell never told her husband that Mr. Lemm slept at the house; that she kept it as a secret from him, and that he never heard of it until some three or four years afterwards. Counsel then pro-

ceeded to ask the jury for substantial damages. His Lordship-It is utterly out of order todiscuss damages with the jury.

Birt Henry Berkeley-I have the right to ask the jury to give such a sum, His Lordship said that Counsel could say no

more than ask for heavy damages. Sir Henry Berkeley-I must tell the jury why they should give me heavy damages.

His Lordship-You cannot say because the plaintiff is bankrupt that he must get heavy damages.

Sir Henry Berkeley-I can ask them to give | want to say about this incident?-I did not me such an amount of general damages as will relieve him from financial difficulty for the future.

Mr. Slade-Set him up for life!

Sir Henry Berkeley—No, not to set him up and I can ask them to give the plaintiff such extent, no. damages as will prevent him from lying under financial difficulties for years to come on account opinion that people of opposite sex should not be of the proceedings he had to take.

His Lordship-The utmost the jury can do. if they find the case is exceedingly bad, is to give vindictive damages.

of the gravity of the offence committed by the lady friend? lefendant.

After tiffe.

Mr. Mitchell, examined by Sir Henry Berkeley, said he did not know that the defendant was occupying a room in his house when the messing arrangements were in progress. If he had known of it he certainly would not have approved of it. He remembered the month of May, because it was then he was appointed master of the Fausang. He went to Moji from Hongkong and returned about the month of June. He found his wife was not at home and he sent the boy to look for her. He came back and said Mrs. Mitchell was at No. 8, Granville Avenue. Witness was away from June till August, 1899, and his wife shortly afterwards went to Australia, returning in 1900. In July of that year he got back from Java two days before schedule time, and as the night was wet he and his wife retired about nine o'clock. About half an hour later a ricksha came to the door and someone got out of it, the night there. He had also seen them together their risk into the hazardous and/or extra said that someone had stopped at their door. Witness remarked that surely no one would come to their house at that hour, especially as it was raining. The bell was rung, and the boy went to the door. Witness heard the boy say to Mrs. Mitchell, "master have come." She turned to witness and said, "Oh, yes, ur. 1 emm has come to pay you a visit," Mr. Lemm remarked that having seen the captain's boat at the anchorage, he had called to see him. Witness remarked that his boat was not anchored at the Jardine buoy, so he did not know how Lemm a lady age. They take themselves up so. had seen it. Lemm replied that he could not remember at which buoy he had noticed the sixteen.

steamer, but he had seen it somewhere. On witness asking why Lemm had paid off his ricsha coolie, Lemm said he did not like to have him standing in the rain. Lomm did not remain long in the house on that occasion, and when Lemm left witness spoke seriously to his wife about it. He did not say anything to Lemm because of his child and because his wife protested her innocence. In September, 1900, his wife went to live at Rose Terrace, wards returned to Australia and unhappily died. witness being then sent to England, to Mr. Lemm married again. The acquaintance bring out the Choysang, returning in September. Next month he went on a coasting Mitchell on the Guthrie lasted for some. cruise and was absent for three and a half thing like six years, ripened into an in months. When he got back his wife was ill and timacy which ultimately resulted in crim on the advice of Dr. Jordan he sent her to inal intercourse taking place between Chefoo. He knew the second Mrs. Lemm, them on several occasions while Captain Mit- whom he met while Mrs. Mitchell was away. chell was away at sea with his ship in the She was in great grief and made a statement performance of his duty. Mrs. Mitchell was to him and showed him a letter. In consean Australian, and Mr. Lemm, Counsel under- quence of what he was told and what he read stood, was also an Australian. On Captain he wrote to Mr. Lemm stating that he Mitchell's arrival here Mrs. Mitchell introduced wished Mr. Lemm to understand that in Mr. Lemm to him, and the Captain received future they were strangers. He also wrote to Mr. Lemm as a friend of his wife's, opened his his wife. In May, 1904, Mrs. Mitchell came house to him, and extended the hospitality back from Chofoo, but he did not see her which he would extend to any friend of He had not spoken to his wife since he wrote his wife's. In return for that confidence to her, although he had seen her in the street and hospitality Mr. Lemm had in and other places and also in company with Mr. flicted wrongs upon Captain Mitchell of which Lemin. He remembered going to Macao in the latter complained now. Counsel said November, 1904, and inspected the hotel register. he would offer evidence of acts by which the Hesaw a certain entry and when he took divorce proceedings he obtained the leaf of the register. Divorce was pronounced. Up to the time he broke off communications with his he was on most affectionate terms her. He brought an action against Mr. Lemm for damages, but owing to ineffective logislation the case was dismissed. Effective legislation had now come into force and that was the reason he took the present proceedings. He had been able to pay the costs of the divorce proceedings, and he was practically a bankrupt, his bankruptcy being brought about by the liabilities which he had incurred during those proceedings.

Cross-examined by Mr. Slade-His wife was thirty-five years old when she came to the

Were you on friendly terms with Mr. Lemm up to 1904?-I was never intimately friendly with him, because I did not like the man,

But your terms of friendliness were sufficiently intimate to allow you to ask a favour of him? -No, I never did. I would not like to put myself under an obligation to him. I may have done so during the earlier stages of our acquaintance, but I do not remember.

Questioned with regard to the riesha incident which he had mentioned, witness replied that he stated it because he considered it a significant

Why are you bringing these proceedings? Simply to get money out of Mr. Lemm, is it not?-I am bringing the action against him because of his relations with my wife. I did not bring the action for any other purpose -Than what ! - Than to be remunerated for

the loss I had sustained. forward this incident of 1900 ? - I don't quite follow you. I mention this incident to support

my opinion of what the man has been doing. Quite right. Yet you did not consider it sufficiently suspicious at the time to make

remark to Lemmabout it?-No, it was hard to judge the man. His Lordship-Tell we frankly what you

think it sufficiently strong to take action and make a scandal over it.

Both Lemm and Mrs. Mitchell come from New South Wales?-Yes.

Do you consider it any harm for fellow for life. But the jury are entitled to give a countrymen, even if they are of opposite sex, man such damages as they think fit and right. to be friendly with one another !-- I'o a certain

> Are you one of those people who hold the friendly?-To a certain extent. What do you mean by that?-People may be

on friendly terms and yet not implicate them. Sir Henry Berkeley said he would ask them Do you consider it any great harm in a man

to give vindictive damages to mark their sense paying a visit to a friend after dinner? -To a

Yes? It depends on circumstances.

Is there anything extraordinarily suspicious in a lady calling on a near neighbour, even if he happens to be a man, at 11 o'clock on Sunday morning?-No, but it gets suspicious when the visits continue from 11 o'clock on Sunday morning right through the week.

Have you any knowledge of it? -I have no personal knowledge.

A boy who had been in the service of Ars. Mitchell spoke to Mr. Lemm staying at the house as a boarder and to Mrs. Mitchell frequently calling at Mr. Lemm's house.

T. Austin, master of the steamer Wingchai for some time until she foundered in the typhoon of September, 1906, was called.

You are Thomas Austin? - No. Tom Witness then spoke to having seen Mrs.

Mitchell and Mr. Lemm on board his steamer when they went to Macao. They usually stayed in Hongkong. Once they entered the circus together late and once he saw them in the chemist's together.

You have seen them in Watkin's together?

Mr. Slade-How awfully wicked. (Laughter.) Cross-examined by Mr. Slade-Were they slone !- No. Mrs. Mitchell's daughter was with them. How old is she?-I don't know. I never ask

girl's age. It is a breach of etiquette. Can you guess her age?-It is hard to guess

Was she little ?- I should say she was about

A well-grown girl?-Yes. Nice looking girl, eh ?-Oh, that is a matter

of opinion. 'I want yours?-Yes, fairly good looking-

The case was adjourned until to-day. LOWERING OF BANK OF JAPAN

INTEREST REASONS FOR THE ACTION

The Bank of Japan announces that the rates of interest charged by the Bank on advances and discount of bills have been lowered by 2 rin per Y.100 per day from yesterday, the 13th instant. The rates now stand as follows :-

On advances on security other than Government bonds and on discount

of bills secured by other than Gov. ermment bonds ..... sen 1.8 In discount of commercial bills drawn on Tokyo, on advances on the security of Government bonds, and

on discount of bills secured by Gov. ernment bonds ..... sen 1. On discount of commercial bills drawn

on other places ...... sen 1.9 On current overdrafts and correspondence everdrafts.....

Mr. Hijikata, Director of the Business Department of the Bank of Japan, gives the following reasons for the lowering of the rates of interest:--

The revised Customs tariff of the United States has been passed by the two Houses of Godowns. Congress and is now finally settled. It is. evident that the revision of tariff does not affect the trade of Japan, and it is anticipated that the trade of the United States will increase henceforward. The money market in America is in a sound condition and business will gradual. ly revieve. In Europe the money market re- FIHE H.A.L. Steamship mains very quiet, the central banks in each country being fully supplied with reserves. In the East the negotiations for the solution of the differences between Japan and China were in a critical position, but there. now every prospect of the questions being solved by degrees. In Japan the result of serioulture this season has proved quite successful and the rice harvest also promises to be a good one. Thus there is no cause to fear that any financial trouble will arise in the near future. There are no political or diplomatic factors either in the East or in the West likely to give rise to any trouble. Nor is there any visible indication of an economic change abroad. Hence the rates of interest have been lowered .- Japan Chronicle.

## OLL-SHIP ON FIRE.

RUMOURED INCENDIARISM

Fire broke out in the No. 1 ho'd of the barque Howard D. Troop in Yokohama Harbour at about 11 o'clock on the night of the 12th any case whatever.

instant. The vessel, which is engaged in the carrying of Standard Oil Co's products, arrived in harbour on the 25th ultimo, and has since been discharging oil. After the fire was discovered the barque was towed towards Kanagawa, reports the Japan Herald, but before proceeding for the vessel ran aground. As soon as possible after the outbreak the Captain's wife, Mrs. A. J. Durkee, was transferred to the oil tank "Pinns." and the hatches were battened down. The damage is as yet naknown, but, judging from the external appearance of the barque, would not appear to be extensive. Four thousand cases of kerosene stored in the near hatch, escaped the effects of the fire, though at one time fears tags were still pumping water into the vessel as livery may be obtained immediately after she lay off the breakwater with a heavy list. A landing. of incendiarism, but so far this has not been

substantiated. Later news to hand from the Harbour Police Office states that after the barque was towed to Koyasu, holes were made in the side of the vessel in an endeavour to scuttle her, but the attempt proved abortive.

Of the cargo, 89,400 cases of refined petroleum and 200 barrels of lubricating oil have been transferred from the burning barque to the compound, while 4,500 cases of refined petroleum are still on board the vessel.

With regard to the rumoured incendiarism. the authorities state that some friction had existed between the Captain and crew, and six of the crew were missing after the fire was discovered. An investigation is to be held.

## LATEST STEAMER MOVEMENTS.

The M.M. str. Polynesien with the French Mail of the 1st inst., and mails from London of the 31st mit., left Singapore on the 22nd inst. at S p.m., and is expected to arrive here on or about Monday morning the 30th inst., and will leave for Shanghai and Japan on the same afternoon.

The C.P.R. str. Empress of China arrived Shanghai at 3 a.m. on the 23rd inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. on the 26th inst.

The C.P.R. str. Empress of Japan arrived Kobe at 8.30 p.m. on the 20th instant, and left again at 12 p.m. same day for Shimidzu, where she was due to arrive at 8 a.m. on the 22nd

The H.-A. Linie str. Andalusia left Shanghai on the 22nd instant p.m., and may be expected here on or about the 26th inst. n.m. The H.-A. Linie str. Ambria left Singapore

on the 21st instant a.m., and may be expected here on or about the 27th inst.

#### NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENLAWERS," FROM LEITH, ANTWERP, MIDDLES-BRO, LONDON AND STRAITS.

MONSIGNEES of Cargo are hereby informed that all Goods are being landed at hazardous and/or extra hazardous Godowns of hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the whaves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject undelivered after the 26th inst. will be subject to rent.

sented to the Undersigned on or before the 31st inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Hongkong, 19th Angust, 1909.

## NOTICES TO CONSIGNRES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA," FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are being landed and placed ATTHEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:-

From London, &c., ex s.s. " Morea." From Calcutta, ex s.s. " Palawan." From Persian Gulf, ox B. I. S. N. and

instructions are given to the contrary within

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the

> E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1909. FROM EUROPE.

"C. FERD. LAEISZ."

by the Undersigned. Optional Cargo will be carried on unless

have left the Godowns, and all Goods remaining. undelivered after the 25th inst. will be subject to rent. All broken, chafed, and damaged Goods are

Hongkong, 18th August, 1909. S.S. "AUSTRALIEN,"

NOTICE.

"Verbeckonees" in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valu-

intimation is received from the Consignees

landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after

All claims must be sent in to me on or before the 25th inst., or they will not be recognized. All damaged packages will be examined on

Hongkong, 17th August, 1909.

THE Steamship

"AMERICA MARU." aving arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for

Cargo impeding the discharge of the yessel will be landed at once at Consignees' risk and

and stored at Consignees' risk and expense. No Fire Insurance whatever will be effected. All Cargo undelivered Monday, the 30th August, 1909, at Noon, will be subject to rent. All chafed and otherwise damaged Cargo will e examined FRIDAY, the 27th inst., at 10 A.M.

Manager.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

"PRINZ WALDEMAR." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining

All broken, chafed and damaged Goods are All Claims against the Steamer must be pre- to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.

> Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD,

MELCHERS & Co., General Agents. -Hongkong, 20th August, 1909.

B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

in any case whatever.

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned

notice to the contrary be given before To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M. No Fire Insurance will be effected by us in

> HAMBURG-AMERIKA LINIE. Hongkong Office.

> > MARITIMES.

COMPAGNIE DES MESSAGERIES

MONSIGNEES of Cargo from London ex s.s. "Charante" from Bordeaux s.s. were ables are being landed and stored at their entertained for the safety of this portion of risk into the hazardous and/or extra hazardous the cargo. At the time of going to press the Godowns of the Hongkong Kowloon Wharf And in support of this claim you are putting fire seemed to have been extinguished, but the and Godown Co., Ld., at Kowloon whence de-

rumour prevailed that the fire was the outcome. Optional Cargo will be forwarded on unless before 10 P.M. To-DAY, requesting it to be

> WEDNESDAY, the 25th inst., at Noon, will be subject to rent and landing charges.

WEDNESDAY, the 25th inst., at 3 P.M. No Fire Insurance has been effected. P. DE CHAMPMORIN

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES.

countersignature, and take immediate delivery of Cargo alongside,

Cargo remaining on board after Tuesday. the 24th August, 1909, at 4 P.M. will be landed

No Claims will be admitted after the Goods have left the Steamer or Godown. K. MATSDA,

Hongkong, 21st August, 1909.

NOTICE TO CONSIGNEES FITHE Steamship

All Claims must reach us before the 31st ipst., or they will not be recognized. No Fire Insurance will be effected.

#### BHIPPING.

ARRIVALS. Annus, British str., 1,350, J. B. Harris, 22nd August - Shanghai 19th Aug., General-Butterfield & Swire. Bushu Maru, Japanese str., 3,506, Y. Yatsu-

yanago, 23rd August-Moji 18th August, Coal-Mitani Bussan Kaisha. CATHAY, Danish str., 2,649, Krusise, 23rd. August-Singapore 17th August, General Melchers & Co

HANYANG, British str., 1,270, Trowbridge, 23rd August-Moji 15th August, Coal-Butterfield & Swire. ITHAKA, German str., 1,446, W. Wegeler, 22nd

August-Hongay 20th August, Coal-Hamburg-Amerika Linie. Knivsberg, German str., 623, Niejahr, 23rd Aug,-Haiphong and Hoihow 22nd Aug., General-Jebten & Co. LAERTES, British str., 2,904, H. Evans, 22nd

August-Yokohama via ports 10th August, General-Butterfield & Swire. MACHAON, British str., 4,276, G. J. Long, 22nd Aug.-Liverpool via Singapore 17th July, General-Butterfield & Swire.

MEEFOO, Chinese str., 1,374, L. McArthur, 23rd August-Shanghai 20th August, General—C. M. S. N. Co. QUINTA, German str., 987, F. Frahm, 23rd August-Sourabaya 11th August, Sugar-

Stlesia, Austrian str., 3,339, Radonicioli, 22nd August-Japan and Shanghai 19th Aug... General-Sander, Wieler & Co. TENYO MARU, Japanese str. 7,265, Ernest Bent, 23rd August-San Francisco 27th

Java-China-Japan Lijn.

July, Mails and General-Toyo Kisen Kuisha THORDIS, Norwegian str., 1.191, Jorgonson, 23rd August—Bangkok 15th and Swatow 22nd August, Rice-Kin Tye Loong. WONGKOL German str., 1,115, W. Reher, 22nd August-Bangkok and Swatow 14th Aug.,

Rice, &c .- North German Lloyd. ZAPIRO, British str., 1,629, R. Rodger, 23rd August-Manila 21st August, Hemp and General-Shewan, Tomes & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

23rd August. Anhui, British str., for Canton, Clara Jobsen, German str., for Hongay. Flintshire, British str., for Shanghai. Hilary, German str., for Tsingtau. Kinkiang, British str., for Canton. Machaon, British str., for Shanghai. Paoting, British str., for Hoihow. Soshu Maru, Jap. str., for Swatow.

DEPARTURES. 23rd August. HUICHOW, British str., for Canton. ITHAKA, German str., for Canton.

RUBI, British str., for Manila. SHIPPING REPORTS. The British str. Lacrics reports: Moderate

S.W. wind, clear weather and smooth sea. VESSELS IN DOCK August 23rd. ABERDREN DOCK .-

Hermanos, Mauban, Haiphing. COSMOPOLITAN DOCK.—Kield. TAIKOO DOOK-Foocher, Choising, Aymeric,

Kowloon Dock.—Persia, Sorsogon, Dos

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at QUEENSIAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TABMANIA, &c.) HE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above TO-DAY, the 24th inst., at

Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon are carried N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in statercoms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 23rd August, 1909.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG. CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). \*THE Company's Steamship

"SILESIA," Captain Radonicich, will be despatched as above

on or about the 25th August. This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight,

SANDER, WIELER & Co., Agents. Princes' Buildings. Hengkong, 30th July, 1909.

"SHIRE" LINE OF STEAMERS, LTD.

LONDON AND ANTWERP.

FITHE Steamship

"CARMARTHENSHIRE Captain Daniel, will be despatched as above on or about the 25th instant.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigorating machinery and electric fans in statercoms. A Doctor and Stewardess are carried. Fare to London, £35.

For Further Particular, apply to JARDINE, MATHESON Co., LTD.,

Agents. Hongkong, 2nd August, 1909.

#### ADVERTISED LOADING AS VESSELS

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong," h" midway between Hongkong and Kowloon "im," and those vessels berthed at the Kowloon Wharf "k.w." togother with the number denoting she section. SECTIONS

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier. 8. From Blake Pier to Naval Yard.

4. From Navai Yard to East Point.

	SEMAN C'HESTY	PLAG & BIG	Berth	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
DESTINATION	A BROKE D STATES					
LONDON & ANTWERP	CARMARTHENSHIRE	Brit. str.		Daviel	JARDINE MATERSON & CO., LD.	About 25th inst.
LONDON & ANTWERP	STRIA	Brit, str		D. C. Gregor, B.N.B.	P. & O. S. N. Co	About 25th inst.
LONDON &C., VIA USUAL PORTS OF CALL	DEVANHA	Brit. atr	-	H. Powell, R.N.R.	P. & O. S. N. Co	On 4th Sept., at Noon.
ANTWERP, ROTTERDAM & HAMBURG &c	DORTHUND	Ger. str	k. π		MANUTA AMERIKA LININ	About middle of Cept.
HAMBURG VI. STRAITS, &c	C. Fued. Labiez	Ger. str	k. w.		HAMBURG-AMERIKA LINIE	About Middle of Oct. On 27th inst.
HAVRE, BREMEN & HAMBURG, &c	ANDALUSIA	Ger. str	k. w.	Block	HAMBURG-AMERIKA LININ	On 14th Sept.
HAVRE & HAMBURG VIA STRAITS, &c	Carparyonshibe	Brit, str.		4 4=	JARDINE, MATHESON& Co., LD.	About 25th inst.
MARSEILLES, LONDON & LEITH MARSEILLES, &c., via Pobts of Call	TONKIN	Fren.str.		F ·	MESSAGERIES MARITIMES	On 31st inst., at 1 P.M.
MARSHILLES, LONDON & ANTWESP VIA SINGAPORE, &c.	TAMBA MARE	Jap. str			NIPPON YUBEN KAIBHA	On 1st Sept., at D'light
HAVRE, ROTTERDAM, & HAMBURG &C	SAXONIA	Ger. str	k. 97.		HAMBURG-AMBERA LINIE	On 2nd Sept.
MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &C.	INABA MARU	Jap. str.	_		NIPPON YUSHN KAISHA	On 15th Sept., at D'light End of Sept.
MARSEILLES, HAVRE COPENHAGEN. &c	CATHAY	Dan, str	k. w.	Doinat	MELCHERS & Co	On 13th Oot.
MARSEILLES HAVRE & HAMBURG &c	MISHIMA MARU	Jap. str.		A E. Moses	NIPPON YUSHN KAISHA	On 27th inst., P.M.
GENOA. MARSEILLES, London, & Antwerp, &c. CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c	AMERICA MARU	Jap. str		### ### ### ### ### ### ###	TOYO KISHN KAISHA	On 30th inst., at 5 P.M.
NAPLES, GENOA, ALGIERS, GIBBALTAE, &C	GOEBEN	Ger. str			MELCHERS & Co	To-morrow, at Noon.
TRIESTE, &c. VIA SINGAPORE, &c	SILEBIA	Aus. str			SANDER, WIELER & Co	About 25th inst.
BOSTON & NEW YORK	LENNOX	Brit. str.	2 m.		DODWELL & Co., LD	About 10th Sept. On 4th Sept., at 6 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c	AYMERIC	Brit, atr		J. Boyd	DODWELL & Co. LTD	On 26th inst.
VANCOUVER, B.C., TACOMA & BEATILE VIA JAPAN VANCOUVER VIA SHANGHAI JAPAN, &c	MONTEAGLE	Brit. sir.	1 m.		CANADIAN PACIFIC R. Co	On 18th Sept., at Noon.
TACOMA VIA KEELUNG, BHANGHAI & JAPAN	SEATTLE MARU	Jap. str			OBAKA SHOSEN KAISHA	On 28th inst, at Noon.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C.	FHIDANO MARU	Jap. str	-	1	NIPPON YUREN KAIRHA	On 14th Sept., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA FHARGRAI, &C.	TANGO MABU	Jap. itr.	$\Gamma = 0$ , $\gamma = 0$ , $\gamma = 0$		GIBB, LIVINGSTON & CO'	On 28th Sept., at 4 P.m. To-day, at Noon.
AUSTRALIAN PORTS VIA QUEENSIAND PORTS, &c.	NIEKO MARU	Brit, tr Jap. str			NIPPON YUSHE KAISHA	On Srd Sept., at Noon.
AUSTIALIAN FORTS TIA MANILA	PRINZ WALDEMAR.	Ger. atr.	1 '	1 1		On 10th Sept., at D'light
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit, etr.			BUTTERVIELD & SWIRE	On 23rd Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str	·		NIPPON YUSEN KAISHA	On lat Oot., at Noon.
MOJI KOBE & YOKOHAMA	MIYASAKI MARU	Jap, str			NIPPON YUSEN KAISHA	On 26th inst., A.M.
NAGASAKI. KOBE & YOKOHAMA	KUMANO MARU	Jap. str	1			On 1st Sept., at Noon. Quick despatch.
JAPAN	TJIBINI	Brit. etr			BUTTERPIELD & SWIFE	On 26th inst., at 4 P.M.
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. etr.	1 .	Dowson		On 26th inst., at 4 P.M.
TSIN TAU. CHEFOO & NEWCHWANG TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	CHIPSHING	Brit, sir			Jardine, Matheson & Co., Ld	On 27th inst., at 4 P.M.
SHANGHAI, MOJI & KOBE	TAKABAKI MARU	Jen. str	- T	A. Mocker		To-day.
SHANGHAI. YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str		*** *** *** ***	JARDINE, MATHEBON & CO., LD.	To-day, at 3 P M.
SHANGHAI	ANBUI	Brit, etr.	l m.		Butterfield & Swire	On 26th inst., at 4 P.M. On 26th inst., at 4 P.M.
SHANGHAI	HANGSANG	Brit. ste.	1	E. P. Martin	P. & O. S. N. Co	About 27th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LINAN	Brit. atr.	1	Williams	BUTTERFIELD & SWIBE	On 29th inst, at D'light
SHANGHAI. KOBE & YOKOHAMA	Polynesien	Fren.str. 4.		Broc	MESSAGERIES MARITIMES.,,,,,	On 30th inst.
SHANGHAL KOBE & YOKOHAMA	AMBRIA	Ger. str			HAMBURG-AMERIKA LINIR	On 30th inst.
SI ANGHAI. YOKOHAMA & KOBE	CATHAY	Dan. str		E Zacham'as		End of Aug. About 31st inst.
SHANGHAI, NAGABAKI, KOBE & YOKOHAMA	BUJUN MARU	Ger. str		E. Zachar se Y. Fuseno	Melchers & Co	On 2nd Sept., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FUUUHUW	CHINHUA	Brit. str.				On 2nd Sept., at 4 P.M.
SHANGHAI	ABBATE	Brit. str			P. & O. S. N. Co	About 2nd Sept.
SHANGHAI	CHENAN	Brit. str		***********************	l' — . · · · · · · · · · · · · · · · · · ·	On 5th Sept., at D'light.
SHANGHAL KOBE & YOKOHAMA	NICOMEDIA	Ger. str		_	HAMBURG-AMERIKA LINIE	On 12th Sept.
SHANGHAI	TJIMAHI	Dut. str Brit. str		Bouwan	JAVA-CHINA-JAPAN LIJN BUTTREFIELD & SWIRE	Quick despatch. To morrow, at 4 P.M.
NINGPO & SHANGHAI	PAKHOI	Jap. str.	1 III.	K. Sugi	the second control of	To-day, at 10 A.M.
TAMBUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str		H. Moreyama		On 29th inst., at 10 a.m.
FOOCHOW	YATEHING	Brit. ste		Sandback	Jardine, Mathebon & Co., Ld.	On 26th inst., at 8 P.M.
SWATOW, AMOY & SHANGHAI	KWANGSE	Brit. str	. 1 m.	A. Stott		To-day, at 4 P.M.
SWATOW. AMOY & FOOCHOW	BAIMUN	Brit. str	1	J. W. Evans		To morrow, at 2 P.M. On 27th inst., at 2 P.M.
SWATOW. AMOY & FUOCHOW	HAITAN	Brit. etr	•	J. S. Roach		To-day, at 3 P.M.
MANILA	TAMING	Brit. str.	lm,	P. H. Rolfe		On 27th inst., at 4 P.M.
MANILA	ZAPIBO	Brit. str		B. Rodger	T	On 28th inst., at Noon.
MANTIA	TEAN	Brit. str	1	A. W. Outerbridge	BUT: ERFIELD & SWIRE	On 31st inst., at 3 P.M.
MANILA	• • • • • • • • • • • • • • • • • • •	Brit. str	1	S. J. Payne	Jardine, Mathebon & Co., Ld.	On 3rd Sept., at 4 P.M.
MINILA	Dun	Brit str		R. W Almond	SHEWAN, TOMES & CO	On 4th Sept., at Noon.
CEBU MARIO CONTRACTOR SECTION OF THE CONTRAC	KAIFONG	- Brit. M.		Mathias		To-day, at 4 P.M. Beginning of Sept.
KUDAT & SANDAKAN	BORNEO	Ger. str	3	F. Sembill J. C. Richards		On 2nd Sept.
ROMBAY VIA SINGAPORE & COLUMBU	MOYOBI MARU	Jap. str Brit. str	The second secon	Bradley	JARDINE MATERSON & Co., LD.	On 31st inst., at 3 P.M.
STNAAPORE PENANG & CALCUTTA	TO TOMOUND IN	Brit. str.	1	E. J. Tadd	Jardine. Matheson & Co.,Ld.	On 4th Sept, at 2 P.M.
STREADORN PENANG & CALCUTTA	HINSANG	Brit. str		W. J. Davies	JARDINE, MATHESON & Co. LD.	On 14th Sept., at 2 P.M.
SINGAFORE, SAMARANG & SOURABAYA BATAVIA, CHERIBON, SAMARANG, &c	L =	7.4	• • • • • • • • • • • • • • • • • • • •	P. J. van Emmerick	JAVA-CHIMA-JAPAN LIJN	Quick despatch.
BAIAVIA, UNENIDUM, BAMAMANO, 40.			1-1			
		_	A Karana			
		•	* CY 1 7		ACTESTO PATT	

## CANADIAN PACIFIC RAILWAY CO'S THE BANK LINE LIMITED.

Sailing Date.

On 26th August.

On 23rd September.

On 18th November.

Friday, 10th

Sept., at D'light

On 21st October.

DODWELL & CO., LIMITED.

QUEEN'S BUILDINGS.

GENERAL AGENTS.

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Quebec, or St. John, N.B. From Hongkong. EMPRESS OF CHINA" SAT., 4th Sept. "ALLAN LINER". FRIDAY, 1st Oct. "MONTEAGLE" SATURDAY, 18th Sept. "EMPRESS OF INDIA" SAT., 25th Sept. "EMPRESS OF IRELAND" FRI, 22nd Oct. "ALLAN LINER" FRIDAY, 12th Nov. "EMPRESS OF JAPAN" SAT., 16th Oct. "EMPRESS OF CHINA" SAT., 6th Nov. "EMPRESS OF BRITTAIN"FEL, 3rd Dec. Steamships leave HONGKONG at 6 P.M.

"Empress"

"Monteagle"

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) £43 ,, and 1st Class Railway ....

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Bervice of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

# IMPERIAL GERMAN LINES.

Taking Cargo on through Bills of Lading to all Overland Common Points in the

United States of America and Canada and also for the Principal Ports in Mexico

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER.B.C.. TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA.

Tons.

Captain.

J. Boyd ... ... ... S Shotton ...

F. W. Davies

J. Mathie ...

\* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

and Central and South America.

Steamer.

\* AYMERIC .... 4,363 SUVERIC .... 6,232 OCEANO .... 4,657 KUMERIC .... 6,232

For further information apply to

Hongkong, 1 th August, 1909.

TO SAIL. STEAMERS GENOA, ALGIERS, NAPLES, Wed'day, 25th "GOEBEN' GIBRALTAR, SOUTHAMPTON, Capt. B. WILHELMI Aug., at Noon. ANTWERP & BREMEN About Monday. SHANGHAI, NAGASAKI, KOBE "DERFFLINGER" Capt. E. ZACHABIAE 31st August. and YOKOHAMA Beginning of September. BORNEO" KUDAT & SANDAKAN Capt. F. SEMBILL MANILA, YAP, NEW GUINEA, MARONN, BRISBANE,

For further Particulars, apply to

SYDNEY and MELBOURNE

NORDDEUTSCHER LLOYD. MELCHERS & Co.,

"PRINZ WALEDMAR

Capt. F. ISEKB

GENERAL AGENTS HONGKONG & CHINA. Hongkong, 23rd August, 1909.

# MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TOSATIL
BHANGHAI, KOBE & }	Cant Ruce	On 30th August.
MARSEILLES VIA PORTS	G MYCARTETAT "	On 31st Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	A AND A STREET, D	On 13th Sept., P.
MARSEILLES, VIA PORTS	A TIOPED AT TENT	On 14th Sept., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Ses. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. DE CHAMPMORIN, AGENT, Queen's Building. Hongkong, 24th August, 1909.

#### VESSELS ON THE BERTH

SHIRE" LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE." Captain Ingram, will be despatched as aboveon or about the 25th inst. For Freight apply to

JARDINE, MATHESON, & Co., Ltd., Hongkong, 2nd August, 1909. [1031

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR. BATAVIA, PERSIAN GULF, CONTINENTAL. AMERICAN AND SOUTH AFRICAN PORTS.

#### THE Steamship

"DEVANHA,

Captain H. Powell, R.N.R., carrying High Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 4th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MARMORA," 10.500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tes for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. other cargo for London, &c., will be conveyed from Bombay by the R.M.S." PERSIA" due in .. London on the 16th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents. and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 23rd August, 1909. REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK. S.S. "LENNOX" ... About 10th Sept. For Freight and further information, apply to DODWELL & Co., LTD., Agents.

Hongkong, 2nd August, 1909.



BISHI DOCKYARD MITSU AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.1, A.B.C., and Engineering Code Uset NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length... ... Length on Blocks ... ...

Width of Entrance on Top ... 961 ,. Width of Entrance on Bottom ... 882 ,, Water on Blocks at Spring Tide 342 ... DOCK No. 1. Extreme Length... Length on Blocks ... Width of Entrance on Top Width of Entrance on Bottom ...

Water on Blocks at Spring Tide 62 ,, DOCK No. 2. Extreme Length ... ... ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... 53 ,, Water on Blocks at Spring Tide 22 ,, PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL A LARGE STOCK of MATERIALS is

always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE FURPOSES equipped with necessary gear, always ready Short Notice. [805]

# Gutler, Palmer & Go.'s



Gutler, Palmer & Go., London. AGENTS

HONGKONG.

# PENINSULAR

STEAM NAVIGATION COMPANY.

FO	E.	STI	DAMERS	TO BAIL	RBMARKS
	ANTWERP PORE, PEN. OMBO, PORT	SYRIA	. Gregor, R.N.	} About 25th	h Freight and Passage.
SHANGHAI, Mand YOKOHA	MOJI, KOBE MA	NILE Capt. E. P.	. Martin	} About 27t. Aug.	h) Freight and Passage.
CHANGHAI		ASSAYE Capt. Owen	Jones, R.N.R.	About 2nd Sept.	Freight and Passage.
LONDON VIA I	USUAL PORTS	DEVANHA. Capt. H. P	owell .R.N.R.	Noon, 4th	See Special
	rther Particular				
Hongkong, 2	0th August, 1909	9.		E. A. HE Superint	WETT,

	AND TO WITH ENTER	LILUM.
MANILA	STEAMERS	TO SAIL.
ACTIONS AND PERSONS ASSESSED ASSESSED ASSESSED.	"TAMING"	On 24th Aug., 3 P.M.
	** PR. 25 E MA'S B PRES 1 '/	
NINGPO and SHANGHAI	"PAKHOT	On Oth Ann Ann
TSINGTAU. CHEFOO and NEWCHWAND	" I WETT A NO."	On 25th Aug., 4 P.M.
NINGPO and SHANGHAI TSINGTAU, CHEFOO and NEWCHWANG SHANGHAI	ACTIVITY (A ATTITYTY)	On zoth Ang., 4 P.M
SHANGHAI WEIHAIWEI and TIENTSIN	ANHUL CONTROL OF THE PARTY OF T	On 26th Aug., 4 P.M.
*	'' P(	13 DE11   1 - 1   1 - 1
ARCHARLAND AND ARCHARACTER AND	"TEAN"	On 31st Aug., 3 p.m.
MANILA SHANGHAI SHANGHAI	"CHINHUA"	On 2nd Sept. 4 P.M
SHANGHAI MANILA ZAMBOANGAS	"CHENAN"	On 5th Sout D'licht
		Ou our polic, Diffit.
THUMSDAY ISLAND, COOK.		-
	•	
VILLE, BRISBANE, SYDNEY,	OFFATSETTA NO	0.0710
with Transhipment for TASMANIA.	TALLUAN THE SALES	On 23rd Sept., 4 P.M.
NEW ZEALAND, ADELAIDE,		
FREMANTLE and PERTH		
TIME OUT DAMES OF THE PROPERTY.		
DIRECT SAILINGS T	O WEST RIVER, Twice	Weekly.
26.74 " 1.41 N ' 1.4	N''Y ama QQ ((QARTITT D)	
AUDIKALIAN STEAMERS ha	VO BUDORIOR eccommodatio	m with Electric Light-
throughout and Electric Fone in the	Statomanna A 3-la	ALTER ASSOCIATED TANKER

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Faus in the Staterooms and Dining Saloon. FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"

CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports. N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 36. For Freight or Passage apply to -BUTTERFIELD & SWIRE.

Hongkong, 24th August, 1909 AGENTS EAST ASIATIC

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK:

# SWEDISH EAST ASIATICC ..., LD

GOTHENBURG.

#### PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION SHANGHAI, YOKOHAMA and KOBE MARSEILLES, HAVRE, COPEN. HAGEN and BALTIC PORTS	"CATHAY" End of August. "CATHAY" End of September.
For Further Particulars apply to Hongkong, 5th August, 1909.	MELCHERS & CO.,

#### DOUGLAS STEAMSHIP **CO.**, LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXUBIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FERST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE. STEAMERS FOR LBAVING.

"HAIMUN," SWATOW, AMOY and ( WED'DAY, 25th Aug., Capt. Evans FOOCHOW. at 2 P.M. "',HAITAN SWATOW, AMOY and (FRIDAY, 27th Aug.,

Capt. J. S. Roach FOOCHOW. A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER). For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co.,

rlongkong, 24th August, 1909,

GENERAL MANAGERS. [1579

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) STEAMERS \*SH'HAI. YOKOHAMA, KOBE & MOJI .. "FOOKSANG" .. Tuesday, 24th Aug., 3 P.M. FOOCHOW ...... "YATSHING" .. Thursday, 26th Aug., 3 P.M. + SHANGHAI ... "HANGSANG"... Thursday, 26th Aug., 4 P.M. \* TIENTSIN VIA SWATOW, WEIHAI-\"CHIPSHING" WEI & CHEFOO ..... Friday, 27th Aug., 4 P M. "YUENSANG" .. Friday, 27th Aug., 4 P.M. \* SINGAPORE, PENANG & CALCUTTA" KUTSANG" .. Tuesday, 31st Aug., 3 P.M. MANILA "LOONGSANG" Friday, 3rd Sept., 4 P.M. \* SINGAPORE, PENANG & CALCUTTA" LAISANG" ... .. Saturday, 4th Sept., 2 P.M. \* SINGAPORE, SAMARANG and HINSANG Tuesday, 14th Sept., 2 P.M. RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Eongkong, 24h A. ugust, 1909. GENERAL MANAGERS.

#### HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, OHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports,

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

OUTWARD. FOR SHANGHAI, KOBE & YOKOHAMA: S.S. AMBRIA ... ... 30th Aug. S.S. NICOMEDIA ... 12th Sept. S.S. LIBERIA ...... 15th Sept.

NEXT SAILINGS FROM HONGKONG: FOR HAVRE, BREMEN & HAMBURG S.S. ANDALUSIA .... 27th Aug. For Havee, Rotterdam & Hamburg: S.S. SAXONIA FOR HAVRE & HAMBURG: S.S. SPEZIA ... 14th Sept. FOR ANTWERF, ROTTERDAM & HAMBURG S.S. DORTMUND .. About mid. of Sept. FOR HAMBURG: S.S. C. FERD. LAEISZ About mid. of Oct. FOR MARSEILLES, HAVRE & HAMBURG: S.S. AMBRIA ... 13th Oct.

Further Particulars, apply to-Hongkong, 21st August, 1909.

HAMBURG-AMERIKA HongkongOffice.

#### SOUTH **AMERICAN**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO). S.S. AMERICA MARU ... 6000 tone gross ... ... Sail Aug. 30th, at 5 P.M. S.S. HONGKONG MARU ... ... 6000 " Oct. 26th, at Noon. S.S. MANSHU MARU ... 5000 ... Dec. 10th, at Noon. For particulars apply to

STEAMERS.

Capt. C. H. Butler,

Capt. R. Takeda,

SHINANO MARU,

TAMBA MARU.

INABA MARU,

Hongkong, 23rd August, 1909.

K. MATSDA, Manager. TOYO KISEN KAISHA. York Building.

(THE JAPAN MAIL STEAMSHIP CO.) PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

YUSEN

DESTINATIONS. MARSEILLES, LONDON and ANTWERP, via SINGA. PORE, PENANG VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAL, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA SYDNEY and MELBOURNE, via MANILA, THURSDAY

§\*TANGO MARU, -ISLAND, TOWNSVILLE and BRISBANE SHANGHAI, MOJI and I TAKASAKI MARU MOJI. KOBE and YOKO-HAMA NAGASAKI, KOBE YOKOHAMA ...

and COLOMBO

Capt S. Ishikawa, NIKKO MARU, Capt. M. Yagi, KUMANO MARU, Capt. M. Winckler, Capt. A. Mocker. MIYASAKI MARU, Capt. T. Murai. KUMANO MARU. Capt. M. Winckler, 6,000 BOMBAY via SINGAPORE I MOYORI MARU, Capt. J. C. Richards, 4,000 Fitted with New System of Wireless Telegraphy. \* Omitting Keelung and Shimidzu.

TUESDAY, 14th Sopt., Capt. K. Kawara, at 4 P.M. TUESDAY, 28th Sept., at 4 P.M. FRIDAY, 3rd Sept., at Noon. FRIDAY, 1st Oct., at Noon. TUESDAY, 24th August. THURSDAY, 26th Aug., WED'DAY, 1st Sept., at Noon. THURSDAY, 2nd August I Cargo only.

KAISHA.

TONS. SAILING DATES.

at Daylight.

at Daylight.

WED'DAY, 1st Sept.,

WED'DAY, 15th Sept.

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID. FITHE Co.'s Newly Built 9,000 Ton Passenger Steamers will be Despatched FROM HONGKONG AS FOLLOWS:

MISHIMA MARU . (Capt. A. E. Moses). - On Fri, 27th Aug., P.M. ATSUTA MARU - - (Capt. Wm. Thompsen)- About Wed. 22nd Sept. MYASAKI MARU - (Capt. T. MUBAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Cope) - About Wed, 17th Nov. CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

#### CHEAPEST ROUND TRIPS\_\_ BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. 1st CLASS 2<sub>ND</sub> \$ 80

Option of rail between Calling Ports in Japan. For further particulars apply to

Hongkong, 4th August, 1909.

KUSUMOTO, MANAGER. [15-93



# CHINA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	` Tons.	CAPTAIN	.,	FOR	<i>5</i>	SAILING DATE.	_
ZAFIRO RUBI		Rodger   W. Almond	. 1	Manila Manila	aO l	28th Aug., Noon. 4th Sept., Noon.	•
For Freight o Hongkong, 24th	r Passage apply ± August, 1909.	o <u> </u>		SHE	WAN,	TOMES & Co., Managers. 14	,

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:--LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Head Office for the Far East:-16, DES VŒUX ROAD, HONGKONG.

FOREIGN MONIES exchanged.

Japan Office. 14, WATER STREET YOKOHAMA.

# STEAM NAVIGATION

HOMEWARD PASSENGER

PROPOSED SAILINGS OF MAIL STEAMERS.

TAKING PASSENGERS ALSO FOR Colombo, India, Australasia, Egypt, Brindisi, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK,

STEAMERS to COLOMBO	Hongkong	Connecting Steamers from Colombo to MARSEILLES & LONDON	MARSEILLES (Brindisi	Due PLYNOUTH (London 1 day later)
Steamer       Tons         ARCADIA       7000         ASSAYE       7500         DELTA       8000         MACEDONIA       10500         DEVANHA       8000         ASSAYE       8000         DELTA       7500         DELHI       8000	February 5	MANTUA 11000 CHINA 8000 MALWA 11000 (Through Steamer calling at Bombay) MONGOLIA 10500 MARMORA 10500 MOREA 11000 MOCLIAN 10000	SATURDAY  March 5 March 19 April 2  April 16  April 30  May 14  May 28  June 12	FRIDAY March 11 March 25 April 8 April 22 May 6 May 20 June 3 June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking. FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE. £106.14 RETURN. £48.8 £ 72.12 In addition to the above Mail Steamers the following:-INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

### WILL LEAVE FOR CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS		<b>n</b>	Leave Hongkor	<b>V</b> G	Due London	
* SYRIA * SUMATRA * NYANZA * SUNDA * MALTA * SARDINIA * NORE	100 00 100 00 100 00 100 00 100 00	4 6 6	age about 500 January 500 February 700 Fobruary 570 March 570 May 700 May	26 9 23 23 20 4 18	about March March April May June June July	12 26 9 7 4 18 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surfax): 18T SALOON £55.0 SINGLE. £82.10 RETURN.

£38.10 \* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to:-

SUPERINTENDENT.

E. A. HEWETT,

#### OSAKA REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE. Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKER AND ST. PAUL BAILWAY." (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South

(Gross reg.)

TACOMA VIA KEELUNG, C"SEATTLE MARU" SATURDAY, 28th SHANGHAI, MOJI, Capt. T. Saito. Aug., at Noon KOBE. SHIMIDZU and 1 "TACOMA MARU" SATURDAY, 25th YOKOHAMA Capt H. Yamamoto, 6,178 Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE Taking Cargo on through Bills of Lading to all Yangtsze River and North China

Ports, by the steamers to Shanghai. STEAMERS · LEAVES, ANPING VIA SWATOW, "SOSHU MARU" TUESDAY, 24th Aug., & AMOY Capt. K. Sugi at 10 AM. TAMSUI VIA SWATOW.

"DAIGI MARU" SUNDAY, 29th Aug., & AMOY Capt. H. MURAYAMA at 10 A.M. SHANGHAI VIA SWATOW, ("BUJUN MARU" THURSDAY, 2nd Sept., AMOY & FOOCHOW Capt. Y. Fuseno at 10 A.M. A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September."

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class" Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings. T. ARIMA,

877] MANAGER.

NATAL LINE OF STEAMERS

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars. apply to

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 34 years

FROM 1874 TO 1907. Price \$2 Cash. On sale at the "DAILY PRESS." Office, or Local Booksellers.

COAL.

THE Undersigned GENERAL AGENTS BUNKER COAL can now be Supplied, in China and Japan for the above Line Bunker Coals of Sarawak GOVERNMENT MINES, at Labuan and Brooketon. at Reduced Rates. Large stock always on hand. Apply - SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan.

LABUAN COAL.

OTICE-THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch.
Telegrams: "Labor Labuan." BRADLEY & Co., Agents.

ON SALE,

Hongkong, 12th August, 1909.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1909. With INDEX. Price \$7.50. On sale at the "Hongkong Daily Press" Hongkrug, 9th August, 1909

MAFE

#### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Soute to EUROPE.

The Polynesica, with the French Mail of the 30th July, left Singspore on Sunday, the 22rd inst., at 5 p.m., and may be expected here on or about Monday, the 3 th instant, at daylight. This packet brings replies to letters despatched from Hongkong on the 26th June.

FOR	PME	DATE	
Hong y	Clara Jebsen	l'nesday, 24th,	9 00 А.М
Sw. ow, Amoy and Anping			9 00 A M.
	Carl Diedericheen.		11.00 AM.
Hollow and Pakhoi	Simongan	Tuesday, 24th	11.00 A.
Maigon y properties de la contraction de la cont	Kield		11.0 ) A.M.
Chefoo and Nowchwang	Fooksang	Tuesday, 24th	
Shanghai Yokohama, Kobe and Moji	Decembers of	Tuesday, 24th	
Quang Chow Wan			1.15 P.M.
At a feet against a service and a service an	Sui Tui	1 10 000	5. A.A
Treasury Inning, Cooktown, Cairne,			
amevilie, Brisbane, Sydney, Hobart,	Aldenham	Tuesda/, 24th	2.00 P.M.
Launceston, New Zealand, Melbourne,			
Adelaide, Dunedin, Pertb and Fremantle )			
Manile, special sp	Taming	Tuesday 24th	1 2.111 P. S.
Manile Amoy and shangua	Kwangse	Tues by 24th	3.00 P.M.
Sitisfanoro an incompania in the second second second second		Tues ay 24th	ъ 3.00 р.м.
Cebu	fraziono	Tees ay. 24t	
Bangkok	. Choising	Wednesday, 25tl	2, 10.00 , p.
		Wednesday, 25tl	
		Printed Matte	r and Sam
	1	plos sensores	
EUROPE, &c., India via Tuticoriu		Registration .	10.00 A.M
Late Letters 11.00 to 11.50 A.M. Exten		in gistration,	
Postage 10 cents)	1 0	fan af 30 a	an he had to
(Litters posted in all the Pillar Boxes	Goeben	fee of 10 c	or S. All W
in time for the first dearance will be		The second	****
included in this contract mail.)		Registration,	
finoffitter in ante annermen martiterities?		B.O	10.00 A.M
		Dio lau fee,	
		Letters	, 11.00 A.Y.

#### TIME TO DRINK

#### PILSENER BEER.

OBTAINABLE EVERYWHERE.

## H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

TO-MORROW. Sale, Household Furniture, Army Ordnauce Stores, Messis. Hughes & Hough, 10 a.m.

COMMERCIAL. EXCHANGE

CLOSING QUOTATIONS.	
Angust	2 <b>3r</b> d.
On London:—	
Telegraphic Transfer	14
Bank Bills, on demand	313
Bank Bills, at 30 days' sight1/8	7
Bank Bills, at 4 months sight,1/8	118
Credits, at 4 months sight	) . At. (
Documentary Bills 4 months' sight 1/9	, <b>20</b>
On Paris:-	
Bank Bills, on demand213	B <u>}</u> ` `
Credits, at 4 months' sight223	2
ON GERMANY:	
On demand	7 <u>}</u> _
ON NEW YORK :	
Bank Bills, on demand42	<u> </u>
Credits, at 60 days' sight43;	Ž
ON BOMBAY:-	
Telegraphic Transfer	
Bank, on demand	L
ON CALCUTTA:	
Telegraphic Transfer	0≱
Bank, on demand13	1
On Ehanghai :	
Bank, at sight74	8
Private, 30 days' sight75	3
ON YOKOHAMA: On demand:84	4
ON MANILA:—On demand—Peros—85.	<u> </u>
ON SINGAPORE:—On demand73	ģ
ON BATAVIA: On demand	4
ON HAIPHONG:—On demand91	°/. p
Of Saigon:—On demand9	°/. P
ON BANGKOK:-On demand88	
Sovereigns, Bank's Buying Rate\$1	1.50

		~ ··· ··		
		August 21st.		
Quotations are: -				
Malwa New	S1.130	/1,160 per picul		
Malwa Old	31,170			
Malwa Older				
Malwa V. Old	\$1,260			
Persian fine quality	31,100			
Persian extra fine				
		per chest		
Patna Old				
Benares New	\$1,060	**		
Benares Old	\$1.045			

GOLD LEAF, 100 fine, per tael .......\$59.90

OPIUM.

#### VESSELS EXPECTED.

THE INDIAN MAIL. The Indo-China str. Laisang from Calcutta and the Straits left Singapore for this port on 20th inst.

THE GERMAN MAIL. The I.G.M. str. Derflinger, carrying the German Mails with dates from Berlin of the 31st ult., left Colombo on the 19th inst. a.m. and may be expected here on or about the 30th

THE CANADIAN MAIL. The C.P.R. str. Monteagle left Vancouver for Hongkong on the 16th inst. p.m. via the usual ports of call.

THE AUSTRALIAN MAIL. The C.N. Co.'s str. Taiyuan leaves Sydney on the 25th instant, and is due here on the 19th

MERCHANT STEAMERS. The M.M. str. Meinam left Singapore on the

17th inst., and is due here to-day. The N.Y.K. str. Miyasaki Maru (European Line) left Singapore for this port on the 19th inst. and is expected here to-day p.m.
The N.Y.K. str. Takasaki Maru (Bombay Line) left Singapore for this port on the 19th

instant and is expected here to morrow. The P. & O. str. Nile left Singapore for this port on the 19th instant at 6 p.m., and is due here to-morrow at about 6 a.m. The I.G.M. str. Goeben left Shanghai via Foothow on the 22nd instant at 2 a.m., and

may be expected here to-morrow evening.

The Bank Line str. Suveric left Vancouver on the 7th inst. for Hongkong via ports.

The N.Y.K. str. Kumano Maru (Australia Line) left Thursday Island for this port via Manila on the 19th instant and is expected here on the 30th inst.

The N.Y.K. str. Tamba Maru (European Line) left Kobe for this port via Moji and Shanghai on the 21st inst. and is expected here on the 3 th inst.

The N.Y.K. str. Nikko Maru (Australian Line) left Yokohama for this port via Kobe,. Moji and Nagasaki on the 21st instant and is expected here on the 31st inst.

PEAK TRAMWAYS LIMITED.	COMPANY
TIME TABLE.	
WEEK DAYS.	المراق المراق المراق المراق المرا
7.00 a.m.	
7.30 a.m. to 10.00 a.m Every	10 minutes.
10.00 a.m. to 11.00 a.m Every	15 minutes.
11.30 a.m. to 12.45 p.m Every	15 minutés
12 45 p.m. to 1.15 p.m. Every	10 minutes
	15 minutes
1.17 p.m. to 1.45 p.m. Every	
1.45 p.m. to 2.15 p.m Every	10 minutes.
2.15 p.m. to 3.00 p.m Every	15 minutes.
3.30 p.m. to 5.00 p.m Every	15 minutes.
5.00 p.m. to 8.00 p.m Every	10 minutes.
NIGHT CARS.	
8.45 p.m. & 9.00 p.m., 9.45 to 11	l.15 p.m.

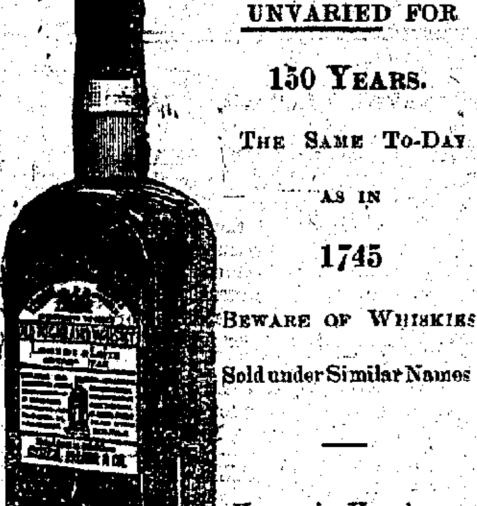
every & hour. SATUEDATS, Extra Care at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

SUNDAYS. 8.00 a.m. to 900 a.m. .. Every 15 minutes. 9.00 s.m. to 930 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.00 s.m. to 11.00 s.m. ... Every 10 minutes. 11.45 a.m. to 12.00 Noon. Every 15 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 5.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to

11.15 p.m., every half hour. SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voong Road Central. JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1909. JOHNSTONE'S NAPIER

"SQUARE BOTTLE WHISKY.



Known in Hongkong

Half a Century. SOLE AGENTS IN HONGKONG: LANE. CRAWFORD & Co., and from ALL WINE MERCHANTS. [52]

THE ACME OF EGYPTIAN CIGARETTE PERFECTION. "They are social, soothing, olest, they have fragrance, force and IN 50'S & 100'S HERMETICALLY SEALED BOXES.

OF QUALITY

DENOTING

TRADE

**314—1**]



#### SHARE LIST.—QUOTATIONS.

Hongkong, August 23nd, 1909.

Srocks.	NO. OF SHARES.	VALUE.	PAID UP	CLOSING QUOTA- TIONS CASH.
BANKS.			5	
BANKS.— Hongkong & Shanghai Bank Corporation	120,000	<b>\$</b> 125	all *	\$1,005, z.d.sel
National Bank of China, Limited	99,925	3123 £7	£6	65, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12/0	\$12	\$13j.
China Light and Power Company, Limited.	50,000	<b>\$10</b> .	\$10	\$6.60, sellers
China Provident, Loan & Mortgage Co., Ld	50,000 200,000	\$1 810	\$1 \$10	\$9.60, sellers
COTTON MILLS.— Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld	20,000 125,000	Tls. 50 \$10	Tls, 50 \$10	Tls. 139. \$8, sellers
International Cotton Manufing Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 89½.
Lacu-Kung-Mow C. Spin & Weav.Co., Ld Soy Chee Cotton Spinning Co., Limited	8,000 2,000	Tls. 100 Tls. 500	Tis. 100 Tis. 500	Tls. 108. Tls. 432.
Dairy Farm Company, Limited	40,000	The second second	86	\$162, buyers
Docks and Wharves.—	10,000			
H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld. New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld.	60,000 50,000 10,000 55,700	Tls. 100	all \$63 Tls. 100	l ———
Shanghai and Hongkew Wharf Co., Ld	36,000		1 2 2 2 3	1 2 2 2 3 6 6 1
Fenwick & Co., Limited	18,000	1 1 1 1 1 1 1		1 But 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Green Island Cement Co., Limited	400,000		1	\$8,80, sellers
Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited	7,000 60,000			\$210, buyers \$20½, buyers
Hongkong Hotel Company, Limited	12,000	\$50	911 3	\$75, (old), buy.
Hongkong Ice Company, Limited	8,000 5,000			\$45, buyers \$190, sellers
Hongkong Rope Manufacturing Co., Limited		· · · · · · · · · · · · · · · · · · ·		524, sellers
Canton Insurance Office Co., Limited China Fire Insurance Co., Limited	10,000 20,000	\$100	\$20	
China Traders Insurance Co., Limited Hongkong Fire Insurance Co., Limited	24,000 8,000		1	\$345, buyers
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 120, buyers
Union Insurance Society, Limited Yangteze Insurance Association, Limited	12,400 12,000		7-2-	
Hongkong Land Invest. Agency Co., Ld.	50,000	\$100	\$100	
Humphreys' Estate and Finance Co., Ld.	150,000	\$10	all	\$93. \$30. sellers -
Kowioon Land and Building Co., Ld Shanghai Land Investment Co., Limited	6,000 78,000	\$50	Tls. 50	Tis. 120.
West Point Building Co., Limited	12,500		650	\$44.
MINING.— Société Française des Charb ges du Tonkin	16,000			\$625, buyers
Raub Australian Gold Mining Co., Ld.,		1 . 3 . 37		28, sellers \$143.
Peak Transways Co., Limited	25,000 <b>50,000</b>		\$1 1	\$1 <sub>2</sub> .
Philippine Co., Limited	75,000	· , · · · · · · · · · · · · · · · · · ·	010	₹8.
REFINERIES.— China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited	20,000 7,000		_ I	\$140, sellers \$26, buyers
Robinson Piano Co., Limited	4,000	· · · · · · · · · · · · · · · · · · ·	711	9F2229M22M385
STEAMSHIP COMPANIES.—	1,000	950		
China and Manila Steamship Co., Ld	30,000			
Hougkong, Canton & Macao S.B. Co., Ld.	20,000 80,000			
Indo-China Steam Navigation Co., Ld.			A design of	{\$41½, } bny,
Shell Transport & Trading Co., Limited.	2,000,000		£1	70,-
Star Ferry Company, Limited	10,000	\$10	\$10	1 \$26.
South China Morning Post, Limited	10,000 6,000	\$25		\$24, sellers
Steam Laundry Company, Limited	20,000			<b>\$5₹</b> .
Campbell, Moore & Co., Limited	1,200			\$12.
Wm. Powell, Limited Watking, Limited	15,000 10,000	\$7	\$7 \$10	5, sellers
A. S. Watson & Co., Limited.	90,000	\$10	\$10	28, sales
Weissmann, Limited	175 9,900 ordy,		84	\$12.40.
United Asbestos Oriental Agency, Limited Union Waterboat, Co., Limited	100 fders 50,000	\$10	\$10	
The state of the s	30,000	34.13		
			1	

Quotation. Loans, Interest. Value. Amount. Tls. 767,200 Tls. 250 7 % p. annum Par. Chinese Imperial 1886 VERNON & SMYTH, Share-Brokers.

HONGKONG METEGEOLOGICAL. registek. Hongkong Observatory, August 23rd

Previous Day On Date at | On Date 10 a.m. st 4 p.m. 414 p.m. 29.87 Barometer ..... 29.82 Temperature ... Humidity ..... Wind Direction . Force ... Weather ......

Lowest open mir Temperature on 22nd...... 80

Rain

STEAMERS PASSED THE CANAL.

August 4th-Austria, Benvenue, Atholl, Glamorganshire. 7th-Derflinger, Couledon. Polynesien, Hakata Maru, Tydeus. 11th-Glenroy, Scandia, Nicomedia, Pathan. 14th-Ceylon, Kintuck, Memnon, Yunnan, 18th-Bendoran, Deucation, Prinz Eitel Friedrich, Simla. 21st-Kleist, Nipvon, Glaucus, Indrasamha, Iyo Maru, Oceanien, Stentor, Peshawur.

ARRIVALS AT HOME.

Aponst 20th-Armand Behic Saturna Indrani, Denbighehire,

## SHIPPING IN PORT.

BTEAMERS.

ALDENHAM, British etr., 2,410, St. John George, 22nd August-Moji 16th August, General-Gibb, Livingston & Ce.

AMERICA MARU, Japanese etr., 3,480, H. Hinokuma, 21st August-Moji 15th Aug., General-Toyo Kisen Kaishs. ASHTABULA, British str., 2,400, Harding, 16th August-San Francisco 23rd June and Shanghai 12th August, Tea-Standard Oil

AVMERIC, British str., 2,789, Jas. Boyd, 13th Aug.-Puget Sound via Japan and Manila 10th August, General—Dodwell & Co. BOURBON, French str., 950, Le Bail, 19th August-Saigen 15th August, Rice-Mau

CARL DIEDERICHSEN, German str., 1,710, J. Kayser, 21st Aug.—Haiphong via Hoihow 12th August, General—Jebsen & Co. CHOISING, German str., 1,020, Bruhn, 15th August-Bangkok 7th August, Rice-

Butterfield & Swire. CLARA JEBSEN, Ger. str., 1,129, J. Bendixen, Mr. Denman Fuller 18th August-Haiphong 15th and Hoihow 17th Aug., Coal, Cattle and Pigs-Jebsen Mr. A. J. Gibson & son

CYCLOPS, British str., 5,747, H. C. Harris, 7th Miss E. H. Gill August-Manila 5th August, General- Miss V. H. Gill Butterfield & Swire.

Dos Hermanos, American str., 540, M. Mr. P. E. Heermann Mr. W. J. Spark Morales, 6th August Manila 3rd Aug. - D. S. Housel Jorge & Co. DOTT, Norwegian str., 630, Aaronsen, 19th Capt. R. Innes August-Samarang 6th August, Sugar Mr. C. L. Johnson and Molasses-Asgeard, Thoresen & Co. Mr. O. C. Kench

DUNBAR, British str., 2,357, Martin, 22nd Mr. & Mrs. W. D. Kraft Mr. A. Whitmarsh Lugust-Vladivostock 13th August, Beans | Miss Kinft EMPIRE, British str., 2,843, Helms, 20th Aug. Mr. I. A. Amado -Sydney and Manila 18th Aug., General Mr. S. Akiyama -Gibb. Livingston & Co.

FLINTSHIRE, British str., 2,476, Geo. C. Cundy, Mr K. Inouye 22nd August-London 29th June and Mr. A. N. Kemp Singapore 14th August, General-Jardine, Mr. Georg Ku ick Matheson & Co. FOOCHOW, British str., 1,228, Vincent, 2nd Mr B. Nagamateu August-Cobu and Iloilo 29th ally, Gen-

eral—Butterfield & wire. FOOKSANG, British str., 1,987, Mitchell, 20th Mr. A. Austin August-Singapore 14th August, General Dr. Black -Jardiue, Matheson & Co.

GLENEARN, British str., 2,856, Haughton, 16th Mr. H. Bulmer August—Hankow and Shanghai 13th Mrs. Butcher August, General—McGregor Bros. & Gow. Mr. J. D. Butcher HAICHING, British str., 1,267, J. W. Passmore, Consul Genl D. Cinetti 23rd August—Foochow via Amoy and Wiss Eilda Clark Swatow 22nd August, General-Douglas, Mr. Cruickshank Lapraik & Co. HALIOTIS, Dutch str., 2.047, Offerhaus, 13th Mr. K. E. G. eig

August-Swatow 12th August, Bulk Cil- Mr. Harrison Asiatic Petroleum & Co. HAURAN, 742, D. Sidel Avnino, 9th August - Mr. W. H. Tindal King Iloilo 4th August, General — HILARY, German str., 1,276, Hatja, 16th Mr. L. Lauritzen August-Pulo Laut 4th Aug., Sugar-

Sander, Wieler & Co. HUICHOW, British str., 1,217, E. Forsyth, 21st Mr. T. E. Gibell: August-Tientsin via Chefoo 12th August, Mr. W. F Gray General-Butterfield & Swire. Hyson, British str., 4,232, I. A. Davies, 19th Mr. Hoy August-Liverpool 10th July, General- Mr. H. J. Bunt

Butterfield & Swire. Isose Maru, Japanese str., 1,859, Ayashi, 5th Mr. Lennox August-Mororan 25th July, Coal-Mitsui Bussan Kaisha. KAIFONG, British str., 987, C. Lindbergh, 21st

August-Ileilo 16th August, Sugar and Sapan Wood-Butterfield & Swire. KATEURU MARU, Japanese str., 1,903, S. Suda, 16th August-Moji 8th August, Coal-

KASHING, British str., 1,276, Laver, 20th Mrs Marshall and two children, Mrs Morgan, August Haiphong 17th August, Cattle Miss Bateman and Capt. Holm. Mitsu Bishi Goshi Kaisha. and Pigs Butterfield & Swire. KIANG CHING, Chinese str., 1.002. A. Brissander, 11th August - Chinkiang 7th

ugust, General-King Lee. KING GEORGE, British str., 2,057, J. E. Jeffrey, 1st August-New York 16th April, Kerosine-Standard Oil Co. Klang Ping, Chinese str., 1,222, H. Uddin, 17th August-Chinking 11th August,

General - Tung Lee & Co. KIUKIANG, British str., 1,221, Robertson, 22nd Mr and Mrs B. Drues and 5 children, Mr and August - Weihaiwei 17th August, General - Butterfield & Swire.

ugust-Newshwang 8th and Dainy 9th Jagaard, Thoresen & Co. KWANGSE, British str., 1,228, Hards, 19th Aug.

-Chinkiang 15th Aug., General-Butterfield & Swire. KWANGTAR, Chinese str., 1,369, W. H. Lunt 19th August-Shanghai 15th August, Petcha. General-C. M. S. N. Co.

KWEIYANG, British str., 1,404, M. Dawson, 19th August—Newchwang 12th August, Coal—Butterfield & Swire. LINAN, British str., 1,352, C. C. Williams, 12th August—Shanghai 8th August, General— Butterfield & Swire.

LOTHIAN, British str., 3,222, W. J. Lockhart, 16th August-Calleo 6th July-Dodwell Mandasan Maru, Jap. str., 4,444, Shimidzu,

10th August - Milke 4th August, Coal-Mitsui Bussan Kaisha. MICHAEL JEBSEN, German str., 959, J. Petersen, 14th August-Amoy 11th August, General—Jebsen & Co.

Mongolia, American str., 8,750, H. E. Morton, 21st August-San Francisco 22nd July, Mails and General-P. M. S. S. Co. PARNOI, British str., 1,201, J. Gibbs, 19th August Newchwang and Chefoo 11th August, Beans and General—Butterfield &

PAOTING, British str., 1,027, D. M. Scott, 10th August-Weihaiwei 6th August, Salt-Butterfield & Swire. PRICHABURI, German str., 1,373, C. Gosewisch.

19th August-Bangkok 9th Aug., General -Butterfield & Swire. Ponctone, German str., 998, H. Oldsen, 22nd August-Bangkok 16th August, General-

RAJAH, German str., 1,000, H. E. Rohr, 16th August-Rajany 10th August, Wood-Butterfield & Swire.

Samsen, German str., 993, R. Petersen, 16th August-Bangkok 7th and Swatow 15th August, Rice and Teakwood-Butterfield

SEATTLE MARU, Japanese str., 6,182, T. Salto, 16th August Moji 11th August, General -Osaka Shosen Kaisha, SIMONGAN, Dutch str., 1,202, H. Vos, 19th

August St. Louis 10th August, Sugar Yuen Fat Hong. Sonsogon, American str., 821, J. M. Ugarte, 3rd August-Iloilo 29th July, Sugar-

Soshu Maru, Japanese str., 1,117, T. Sugi, 20th August—Swatow 19th Aug., General —Osaka Shesen Kaisha.

TAMING, British str., 1,350, G. H. Pennefather, 20th August-Manile 17th August, General -Butterfield & Swire. TROCAS, British str., 2,657. Miles, 17th Aug.-

Palambang 7th August, Kerosine-Asiatio Petroleum Co. WUHU, British str., 1,227, Cogan, 18th August
—Wakamatsu 12th August, Coal—Butter-

field & Swire. YATSHING, British str., 1,424, Houghton, 19th August-Chingwantao 13th Aug., Coal-Jardine, Matheson & Co.

VISITORS AT HOTELS. HONGKOND HOTEL Mr. & Mrs. A. Krause Mr. P. R. Adams Mr. F. H. Allen Mr. G. M. Lack Mr. J. P. Lawler Mr. H. N. Beaurepaire Mr. & M.s G. 1. Lloyd Mr. M. Breen Mr. D. Macdonald Mr. and Mrs. W. C. Dr. O. Marriott Miss K, A. Massey
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Per Aldenham, from Japan, Mr and Mrs. Burton, Mr. Mrs and Miss Ayrton, Mr and Per Zafiro, from Manila, Mr. Mrs and Master Kitchens, Mrs B. Harvay, Mrs Lily Bottle, Messrs T. Kaufmann, S. L. Cohen, Wm. Hunter, J. E. Foster, G. Moffat and F. Lo

Per Tenyo Maru, from San Francisco, &c., Mr and Mrs Amos E. Allen, Mr and Mrs C. Klinck, Mr and Mrs G. N. Lamb, Mr and Mrs L. H. Moore, Mr and Mrs J. A. Mannington and 2 children, Mr and Mrs H. Dyson Simpson, Mrs H. Druss and 2 children, Mrs M. Gubbay. Mrs T. B. Tolman and 2 children, Mrs F KJELD, Norwegian str., 970, Hellesö, 17th West, Judge Adolph Wislizenus, Messrs E. O. Child, C. H. Forst, Oishi, R. Soffetti, J. O. August, Beans, Beanoil and Fish Becker, S. J. Harris, John Helbig, N. and I. Hass. V. Schmidt and T. Weinstein.

DEPARTED. - Per Rubi, for Manila, Mys Masui Sumi, Miss E. Morrison, Mesers W. J. Sparks, S. Alfonzo, W. Kampton, O. T. White, E. B. C. Quian Po, R. Poriano, V. Gutteriez, L. Perin and L.

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